

FIGHTER SQUADRON ONE HUNDRED FOURTEEN

FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

96601

VF-114:DMF:cx

5750

Ser 48

27 FEB 1974

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Chief of Naval Operations (OP-05D2)

Subj: Fighter Squadron ONE HUNDRED FOURTEEN Command History,
Calendar Year 1973; submission of

Ref: (a) OPNAV INST 5750.12B

Encl: (1) Fighter Squadron ONE HUNDRED FOURTEEN Command History,
Calendar Year 1973

1. The subject command history, enclosure (1), is submitted in
accordance with reference (a).

J. C. SMITH Jr.

Copy to:

CNO (OP-09E9)

CINCPACFLT

COMNAVAIRPAC

COMFAIRMIRAMAR

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PART I

VF-114 CHRONOLOGY 1973

8-19 January	Back in the Saddle
18 March - 6 April	Top Gun Adversary
17-30 June	Deployment to NAS Fallon
20 July	IWSR
17-24 July	Carrier Qualifications USS RANGER
13-17 August	Carrier Qualifications USS KITTY HAWK
20-25 August	Attack Carrier Air Wing ELEVEN OPS
5-27 September	RIMPAC
9-16 October	Weapons Training Exercise
23 November	Deployed to WESTPAC
13-31 December	Inport Subic Bay Philippines

OPERATIONS NARRATIVE

Fighter Squadron ONE HUNDRED FOURTEEN, after returning from a WESTPAC combat deployment in November 1972 and standing down in December, began the New Year with an aggressive Back-in-the-Saddle program during the month of January, while LT (b) (6) and LTJG (b) (6) represented the Aardvarks in Navy Fighter Weapons School, class 1-73. During this period, five pilots and six RIO's were detached from the squadron, and we welcomed aboard seven new pilots and two RIO's.

Transition from the standdown period to normal operations was smoothly achieved as the result of comprehensive ground training, beginning with aircraft NAMO and training lectures, and culminating in fun and basic airwork flights. Routine exams and ACM's sharpened aircrews knowledge, and resulted in a satisfactory squadron NATOP's check the following month.

In February the flight syllabus increased it's demands, particularly on RIO's, as aircrews progressed from instrument to radar intercept phase. Approximately twice as many Aardvark pilots as RIO's were on board at this time. Concurrently, an aggressive air combat maneuvering phase was on the drawing boards, including proposed flights against A-7 and F-8 squadrons, Navy Fighter Weapons School, and Air Force F-106's.

Intercept training phased into basic ACM in early March. After concluding an intra-squadron similar aircraft defensive and offensive ACM program, we flew against the experts, the Navy Fighter Weapons School (TOP GUN) during the remainder of the month, receiving outstanding graduate level training in our natural mission and yielding a high level of air combat proficiency for both experienced and nugget aircrews. Crews flew an average of three 2 vs 1 and five 2 vs 2 engagements against TOP GUN pros.

LT (b) (6) and LTJG (b) (6) also attended class 3-73 at Navy Fighter Weapons School during this period. The fruits of the new Units-of-Training concept, developed by Fighter Squadron ONE HUNDRED FOURTEEN, began to materialize early in the training syllabus. The COMNAVAIRPAC training concept was augmented such that aircrews logged performance actually accomplished on each flight besides simply completed flight time. In this manner a barometer of individual proficiency was created, and achievement of maximum performance was stimulated. Since each flight function resulted

in some measurable training, a multitask oriented mission evolved, greatly increasing cost-effectiveness and at the same time more closely approximating the total operational fighter mission, while creating well-rounded aircrews current in all phases of flight.

As April approached, although deeply involved in ACM, we initiated our conventional weapons phase. After a highly successful CWTPI resulting in an outstanding overall grade, air-to-ground weapons delivery was injected into the syllabus. By May, the multitask mission had reached it's peak. On a typical flight, a section would launch on an instrument departure, pick up a low level high speed navigation route to a target area, deliver ordnance, rendezvous with a tanker for fuel, run intercepts culminating in ACM with dissimilar aircraft, and shoot an approach back at Miramar, possibly with a short FMLP period at the end. We also launched two missile shoots during the month of May.

By June, all aircrews had reported on board, creating a total of 15 crews. The first half of the training cycle culminated when the entire Air Wing assembled at NAS Fallon for CVW-11 operations during the final two weeks of the fiscal year.

The Aardvarks had a highly successful CW deployment, marked by great intra- and inter-squadron competition, while at the same time strengthening the squadron and unifying the Air Wing. We scored well, achieving first place among "iron cross" bombers and winning the HS-8 Eight Ball award. In addition LT (b) (6) won the individual award for best overall iron cross bombing. After all statistics were compiled, an impressive record of "E's" were recorded. Twelve pilots scored "E's" in bombing and two in rockets, while the remainder qualified. Nine RIO's achieved "E's" in bombing (some twice), and two in rockets, while the remainder qualified. For the first time, we flew as formed crews, and good results were evidenced. During the Fallon deployment, the squadron also completed a short electronic warfare syllabus.

The remainder of the year was our second phase of the training cycle, in which all aircrews were now on board, and the nature of operations centered around the activities of USS KITTY HAWK (CV-63). As a newly

designated multi-purpose carrier, KITTY HAWK was busily intergrating attack and ASW roles on one deck for the first time on the West Coast. The ensuing operations were a time of testing theories, developing tactics, learning lessons, and responding to various growing pains from the new concept.

In July, Fighter Squadron ONE HUNDRED FOURTEEN worked hard to make the scheduled Intergrated Weapons Systems Review as profitable as possible. Aircrews received intensive training while maintenance turned-to readying aircraft for the meshing of man and machine. The period was highly successful, culminating in a dog fight missile shoot against the BQM 34A 1MK target.

Field Carrier Landing Practice continued to increase in significance as nugget pilots, teamed with turnaround RIO's, approached initial Carrier Qualifications on USS RANGER (CV-61) off the Southern California coast. After completion of their carrier work, turnaround pilots and nugget RIO's requailed in early August aboard KITTY HAWK during her shakedown. CFW-11 operations occured the last part of August, in the carrier composite mode of operations.

After a brief stand down, the Aardvarks, represented primarily by non-turnaround aircrews, spent September on Rim-of-the-Pacific operations off the Northern coast of Oahu in a joint air, surface to subsurface exercise with the Australian Navy in carrier Sea Control mode. The squadron was able to experience the tempo of operations associated with ASW for the first time. A full fledged fly-in marked the end of a successful Mini-Cruise which established KITTY HAWK as a dual threat carrier.

With only a brief respite, the carrier moved out two weeks later in October in the Power Projection mode for a week-long Weapons Training Exercise, which also included a sidewinder missile shoot. In preparation for the Operational Readiness Exercise which followed, all aircrews completed tests in every area of knowledge, including NATOPS, SERE, Recognition, Conventional Weapons, Electronic Warfare, and Air Wing tactical policy, with grades of outstanding.

The ORE/I during the last part of October and early November was a particularly excellent exercise, in which the Fighting Aardvarks again

received an overall grade of outstanding by the inspecting team. On 23 November after a three week standdown, Fighter Squadron ONE HUNDRED FOURTEEN deployed as a component of Carrier Air Wing ELEVEN aboard USS KITTY HAWK (CV-63) enroute to the Western Pacific. After a brief stop in Pearl Harbor, the ship suffered an engineering casualty while enroute to Subic Bay, altering the operating schedule such that the remainder of the year was spent in repair and subsequently Philippine local area operations.

MAINTENANCE NARRATIVE

During January of 1973 the Aardvark Maintainers returned to a full time working schedule after their 1972 cruise standdown. The pre-planning efforts of LT (b) (6) in arranging a highly comprehensive formal maintenance training program was put into motion with significant numbers of the department personnel scheduled into Naval Aviation Maintenance Training Detachment Courses, Firefighting courses, and intensive in-house formal and on-the-job training lectures.

The maintenance work load intensified during February through August as a result of reduced numbers of on board aircraft due to Progressive Aircraft Rework and Field Modification Programs in conjunction with an increasingly intense operational training schedule. Meeting every maintenance commitment was extremely difficult at times but resulted from the superior dedication and technical expertise of the maintenance personnel.

LCDR (b) (6) the squadron Maintenance Officer, established high quality and maximum aircraft availability as department goals. By his personal concern, dedication, and devotion to duty he maintained the support of his entire department and gained all of his goals.

In May, the department was reviewed by the COMNAVAIRPAC Maintenance Readiness Team and was judged overall outstanding in all aspects of maintenance management and work performance. Shortly thereafter, in June, the squadron detached to NAS Fallon to participate in the Carrier Air Wing ELEVEN Weapons Exercise. This historic exercise was the first opportunity for the newly formed Tactical Air/ASW concept to operate as a team. This unprecedented group accomplished all exercise objectives. Fighter Squadron ONE HUNDRED FOURTEEN, in addition to capturing the HS-8 Bomber Trophy for best iron bombers flew a 10% sortie rate.

On returning to NAS Miramar the Commanding Officer accepted into the squadron aircraft inventory the "light weight Fleet Fighter", NH 201. This scaled down "Phantom" is the product of sparetime labor from the Aardvarks Air Frames Branch and primarily the ingenuity of AMS2 (b) (6). NH 201 has performed many "flights" since then in support of every

significant squadron function and ceremony.

August brought the shore phase of the turnaround cycle to an end and introduced ship work-up cycles. It was at this point that the true significance and value of the earlier fostered and rigidly adhered to maintenance training program came to full bear. Each and every maintenance man functioned instinctively and carried out air craft maintenance perfectly under the arduous circumstance of constant moves from shore to ship throughout the remainder of the turnaround period.

During RIMPAC, a SEATO exercise conducted in Hawaiian waters in September, the squadron maintenance men again displayed professionalism by their providing an outstanding aircraft availability rate. This exercise was almost immediately followed up by the WEPTRAEX, OP/ORI evaluations from which the department grade was 96.0. Finally a break in pre-deployment sea exercises occurred in November. During this period Aardvark AMH2 (b) (6) assigned to NAS Miramar Aircraft Intermediate Maintenance Department acquired wide editorial acclaim and an official "well done" from Rear Admiral BAUGHMANN for his beneficial suggestion of local value in excess of \$251,000 per year. Though applicable to the F-14 weapon system his ingenuity and esprit de corps stems from the inordinate "finest there is" credo of Aardvark maintenance men.

On 23 November 1973 the squadron departed COMUSCMB embarked on USS KITTY HAWK (CV-63) for WESTPAC duty as part of the first ASW/FIT/Attack Carrier Air Wing in history.

ROSTER OF OFFICERS 1973

<u>NAME</u>	<u>RANK</u>	<u>SSAN</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	LTJG	[REDACTED]	30 APR 70	30 JUN 73
	LT	[REDACTED]	15 JUL 70	18 MAY 73
	LCDR	[REDACTED]	20 NOV 70	1 FEB 73
	LCDR	[REDACTED]	19 JUL 71	21 NOV 73
	LT	[REDACTED]	3 AUG 71	22 AUG 73
	LCDR	[REDACTED]	17 AUG 71	
	LT	[REDACTED]	25 AUG 71	
	LT	[REDACTED]	27 AUG 71	
	LT	[REDACTED]	30 AUG 71	
	LT	[REDACTED]	30 AUG 71	
	LT	[REDACTED]	30 AUG 71	
	LTJG	[REDACTED]	14 SEP 71	
	CWO2	[REDACTED]	24 SEP 71	
	LT	[REDACTED]	27 SEP 71	
	LCDR	[REDACTED]	1 NOV 71	
	LTJG	[REDACTED]	3 NOV 71	
	LTJG	[REDACTED]	17 JUL 72	
BOX, Roger E.	CDR	[REDACTED]	19 AUG 72	11 AUG 73
SMITH, John C.	CDR	[REDACTED]	9 SEP 72	
(b) (6)	LT	[REDACTED]	13 SEP 72	
	LTJG	[REDACTED]	21 SEP 72	
	LT	[REDACTED]	5 DEC 72	
	LT	[REDACTED]	15 JAN 73	
	LTJG	[REDACTED]	18 JAN 73	
	LT	[REDACTED]	19 JAN 73	
	LT	[REDACTED]	22 JAN 73	
	LT	[REDACTED]	23 JAN 73	
	LT	[REDACTED]	23 JAN 73	
	LTJG	[REDACTED]	26 FEB 73	
	LT	[REDACTED]	27 FEB 73	
	LT	[REDACTED]	13 MAR 73	
	LT	[REDACTED]	4 APR 73	
	LT	[REDACTED]	23 APR 73	

NAME

(b) (6)

RANK

SSAN

DATE REC'D

DATE TRANSFER

LTJG

[REDACTED]

2 MAY 73

LT

[REDACTED]

7 JUN 73

LTJG

[REDACTED]

11 JUN 73

LTJG

[REDACTED]

3 JUL 73

LTJG

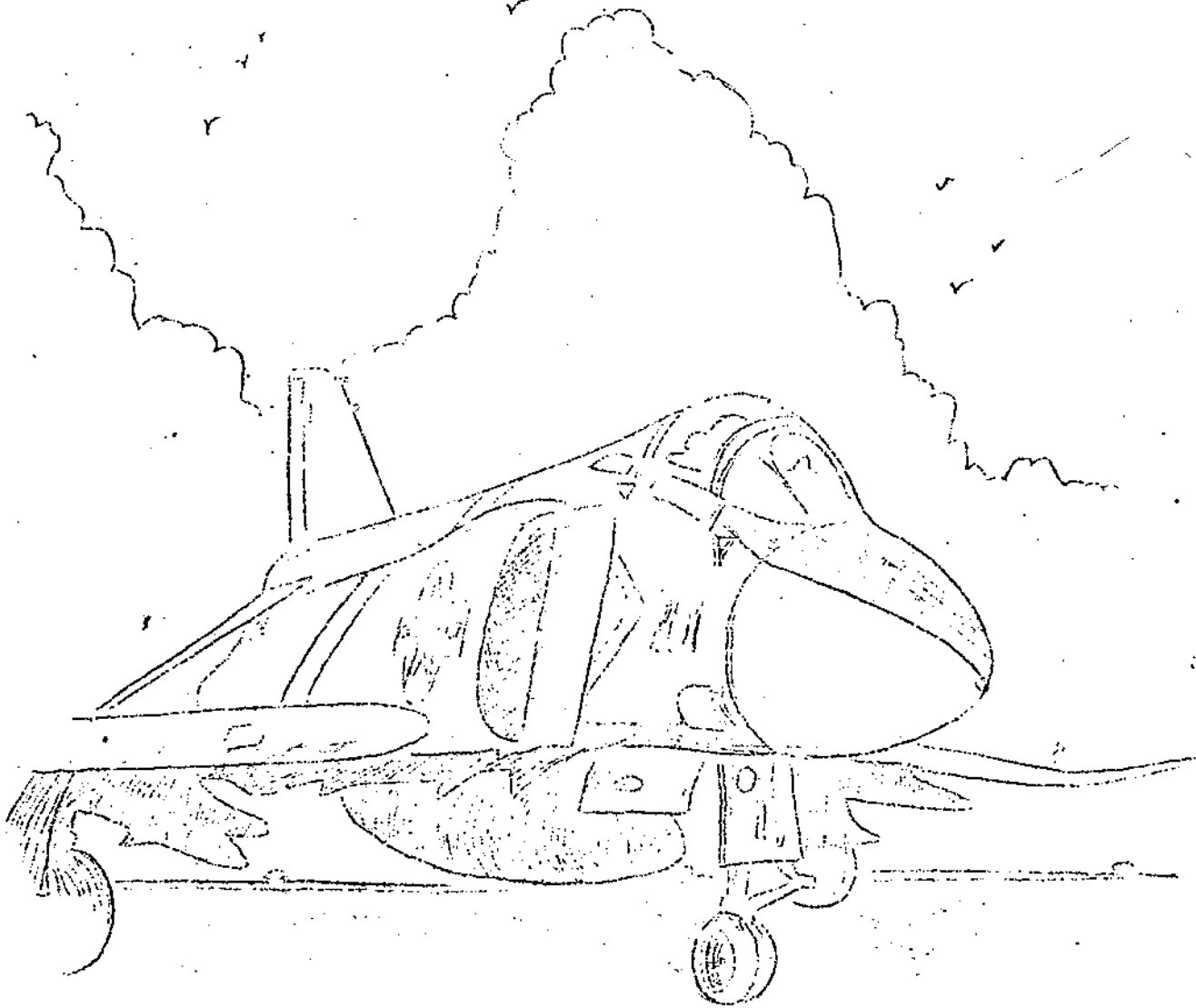
[REDACTED]

12 JUN 73

CDR

[REDACTED]

20 JUL 73



PART III

SECTION C

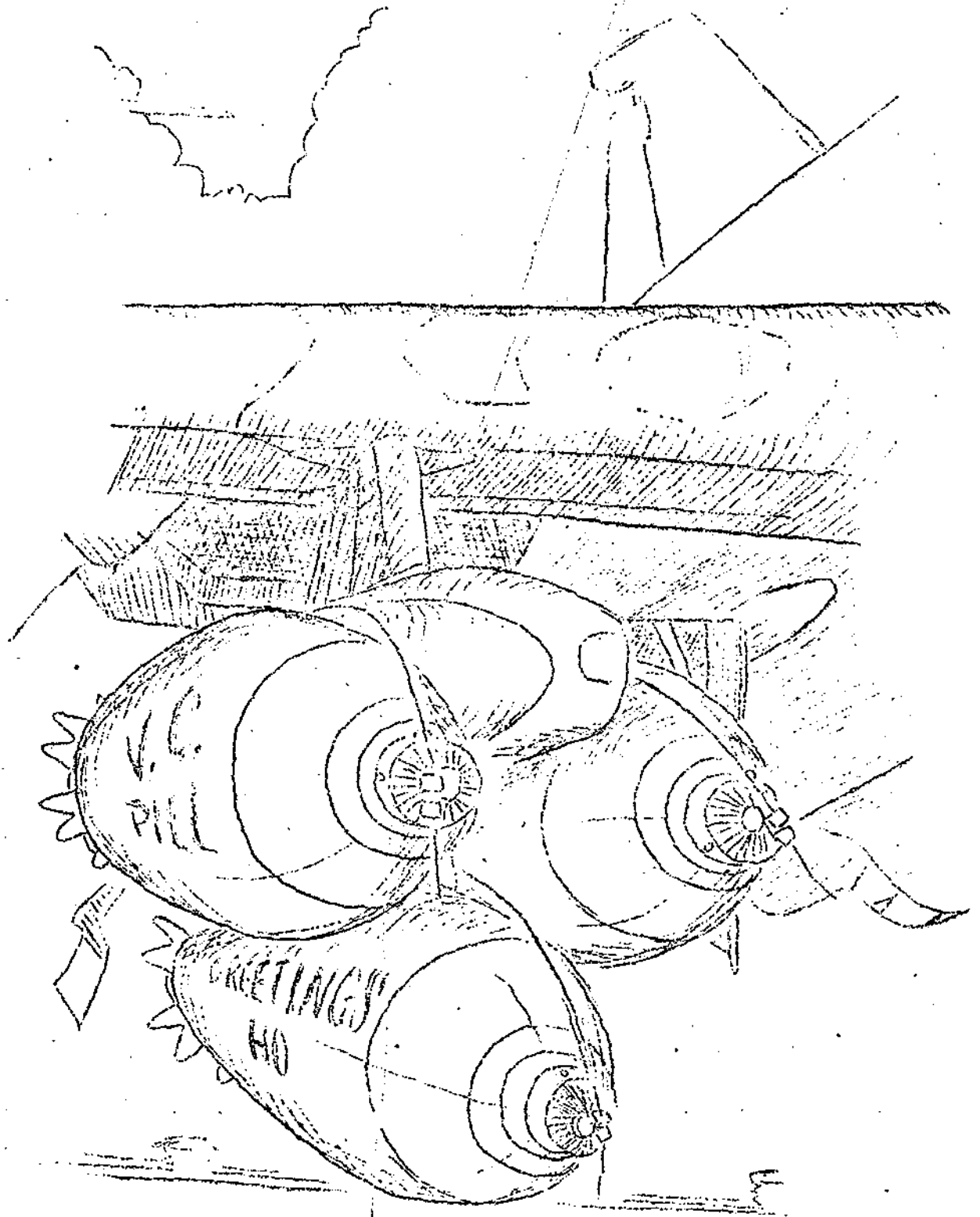
1. FLIGHT/AIRCRAFT ON BOARD

1973 Flight Statistics

<u>Month</u>	<u>Sorties</u>	<u>Flight Hours</u>	<u>Night Hours</u>	<u>Day Traps</u>	<u>Night Traps</u>
JAN	95	166.2	14.3	0	0
FEB	177	213.3	46.9	0	0
MAR	193	277.4	31.5	0	0
APR	241	263.7	24.5	0	0
MAY	230	301.9	33.4	0	0
JUN	225	276.5	23.4	0	0
JUL	245	127.6	107.7	0	0
AUG	185	230.8	66.0	80	33
SEP	79	120.5	29.3	38	19
OCT	198	202.4	106.0	82	57
NOV	70	75.6	29.5	9	7
DEC	45	55.0	50.4	37	18

1973 Aircraft on Board

<u>Month</u>	<u>Average Number of Aircraft</u>
JAN	12.0
FEB	8.1
MAR	7.9
APR	6.1
MAY	7.3
JUN	7.8
JUL	11.3
AUG	9.0
SEP	10.0
OCT	12.0
NOV	10.5
DEC	10.0



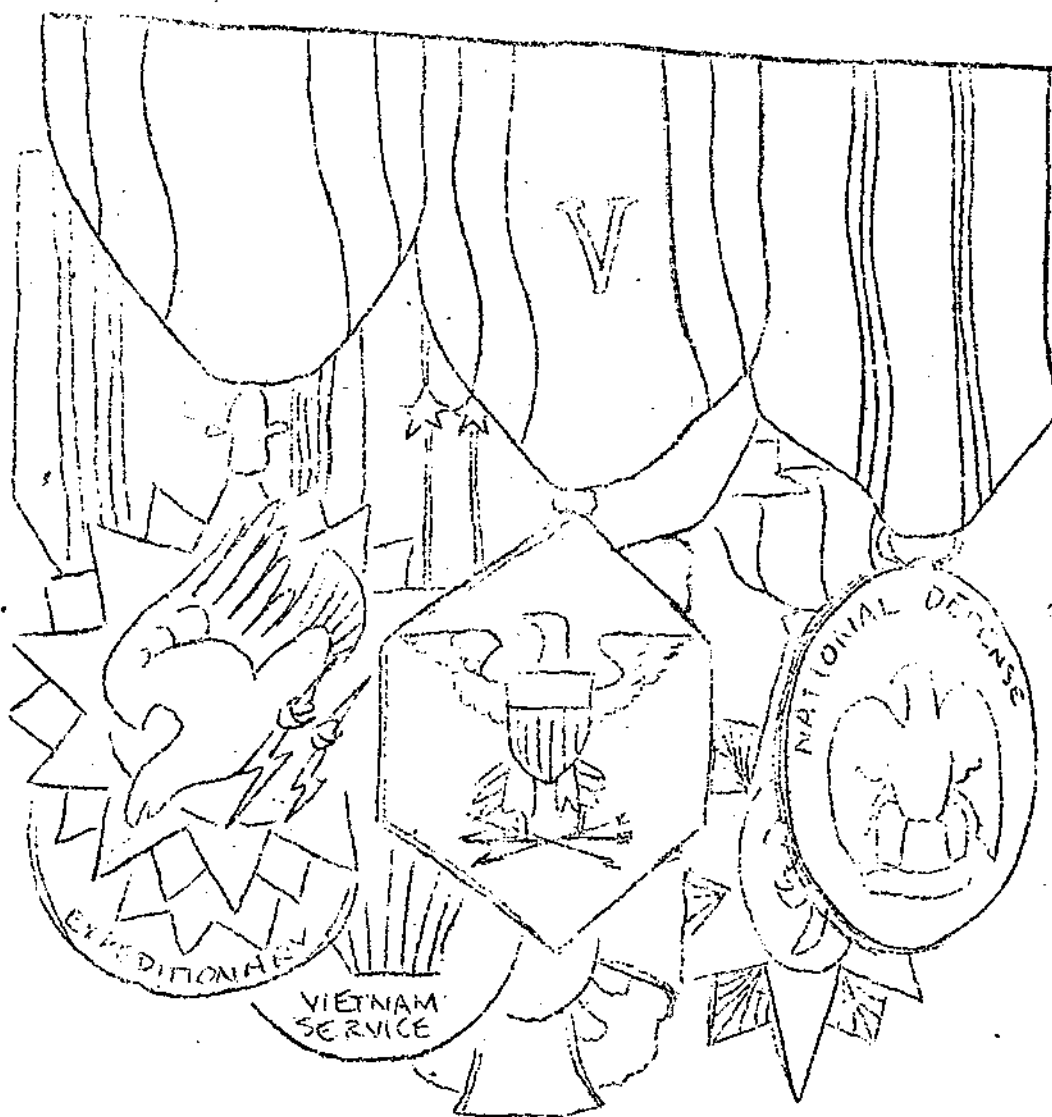
PART III

SECTION C

2. ORDNANCE

1973 ORDNANCE EXPENDITURES

	MK82	MK87	MK76	2.75	ZUNI	DEF	S/W	ITEMS DROPPED MONTHLY
JAN	0	0	0	0	0	1	2	3
FEB	0	0	0	0	0	0	0	0
MAR	0	0	0	0	0	0	0	0
APR	0	0	575	0	0	0	0	575
MAY	0	0	1032	0	0	0	0	1032
JUN	52	16	340	355	61	0	0	824
JUL	0	0	21	0	0	0	1	22
AUG	0	32	0	0	0	0	0	32
SEP	0	2	0	0	0	0	0	2
OCT	14	0	83	0	0	0	3	100
NOV	0	0	0	0	0	0	0	0
DEC	0	0	0	0	0	0	0	0



PART III

SECTION C

3. AWARDS

VF-114 AWARDS 1973
DISTINGUISHED FLYING CROSS

LCDR (b) (6) (2nd)

LCDR (b) (6)

LT (b) (6)

AIR MEDAL

LCDR (b) (6) (5th)
LT (b) (6)
LT
LT
LTJG (b) (6)

LCDR (b) (6) (3rd)
LT (b) (6)
LT (b) (6)
LT

LCDR (b) (6) (2nd)
LT (b) (6)
LT (b) (6)
LT

STRIKE/FLIGHT AIR MEDAL

CDR SMITH
LCDR (b) (6)
LT (b) (6)
LT (b) (6)
LT
LT
LT
LT

AWARD NO.

12-13
14-24
2-10
2-10
2-10
2
2-10
2-10

LCDR (b) (6)
LCDR (b) (6)
LT (b) (6)
LT (b) (6)
LTJG (b) (6)
LT (b) (6)
LT
LTJG (b) (6)

AWARD NO.

16-26
2-10
2-10
2-9
2-10
2-10
2-10
1

NAVY COMMENDATION MEDAL

LCDR (b) (6) (5th)
LT (b) (6) (2nd)
LT (b) (6)
LT (b) (6) (2nd)
AVCM (b) (6)
ADJC (b) (6)
ADJ1 (b) (6)
AT1 (b) (6)
AME2 (b) (6)

LCDR (b) (6)
LT (b) (6) (2nd)
LT (b) (6)
LTJG (b) (6)
AQCS (b) (6)
AQC (b) (6)
PN1
AE1

LT (b) (6) (2nd)
LT (b) (6) (2nd)
LT (b) (6)
CWO2 (b) (6)
ADJC (b) (6)
AT1 (b) (6)
AO1 (b) (6)
AME1 (b) (6)

NAVY ACHIEVEMENT MEDAL

AFCM (b) (6)
AMH1
AMH1 (b) (6)
AQ2 (b) (6)
AO2 (b) (6)

AOC (b) (6)
AMS1 (b) (6)
ADJ1 (b) (6)
AMH2 (b) (6)
AE3 (b) (6)

YN1 (b) (6)
AMS1 (b) (6)
ADJ1 (b) (6)
AMH2 (b) (6)
AE3 (b) (6)

COMMANDER SEVENTH FLEET LETTER OF COMENDATION

PR1 (b) (6)
AE3 (b) (6)
AMS3 (b) (6)
AMS3 (b) (6)
AMSAN (b) (6)
AN (b) (6)
AMSAN (b) (6)

AE3 (b) (6)
AMS3 (b) (6)
AO3 (b) (6)
YN3 (b) (6)
ATAN (b) (6)
AMSAN (b) (6)
AN (b) (6)

ADJ3 (b) (6)
PN2 (b) (6)
AO3 (b) (6)
AN (b) (6)
YN3 (b) (6)
AMSAN (b) (6)
AN (b) (6)

VF-114 AWARDS 1973

KITTY HAWK LETTER OF COMMENDATION

AMS1 (b) (6)
AK2 (b) (6)
AMS2 (b) (6)
AO2 (b) (6)
BM2 (b) (6)
AO2 (b) (6)
ADJ3 (b) (6)
AMS3 (b) (6)
AMS3 (b) (6)
AQ3 (b) (6)
AA (b) (6)

ADJ1 (b) (6)
AQ2 (b) (6)
AMS2 (b) (6)
AMS2 (b) (6)
AMS2 (b) (6)
AQ3 (b) (6)
ADJ3 (b) (6)
AE3 (b) (6)
AO3 (b) (6)
AMS3 (b) (6)

AQ1 (b) (6)
AMS2 (b) (6)
AO2 (b) (6)
AMS2 (b) (6)
AQ2 (b) (6)
ADJ3 (b) (6)
AMS3 (b) (6)
AMS3 (b) (6)
AMS3 (b) (6)
AN (b) (6)

PART III

SECTION C

4. AIRCRAFT LOST/DAMAGED DURING CALENDAR YR 1973

AIRCRAFT LOST/DAMAGED DURING CALENDAR YEAR 1973

<u>Date</u>	<u>A/C</u>	<u>Buno</u>	<u>Location</u>	<u>Cause</u>	<u>Damage</u>
22 MAR	F4J	157256	W-291	Spin/Crash	ALPHA
16 OCT	F4J	157271	W-291	Stab Fail	ECHO

ECHO - Minor Damage

ALPHA - Destroyed

PART III

SECTION D

VF-114 COMMANDING OFFICER'S BIOGRAPHIES



COMMANDER ROGER E. BOX, USN

COMMANDING OFFICER

From 19 August 1972 to 10 August 1973

III-D-1

BIOGRAPHY OF COMMANDER ROGER E. BOX, USN

A native of (b) (6), Commander BOX began his career at the U. S. Naval Academy where he received his commission in 1956. He proceeded to the flight training program at Pensacola, Florida and was designated a Naval Aviator in October 1957. Since his designation, Commander BOX has developed an extensive and varied background in fighter aviation. He has flown thirty-four models of aircraft including every fighter aircraft in the Navy's operational inventory.

Commander BOX joined the fleet in 1957 and served with VF-173, VF-174 and VF-84. He attended the Naval Test Pilot School at Patuxent River, Maryland, and upon completion in July 1962, served as F-8/F-4 Fighter Project Pilot in the Weapons System Test Division from July 1962 to October 1964.

Following his tour at Patuxent River, Commander BOX helped place USS AMERICA (CVA-66) in commission and served as Assistant Navigator for the next two years. He returned to fighter aviation in 1967 as a member of Fighter Squadron 21 and made two combat deployments to Southeast Asia aboard the USS RANGER.

After attending Air Force War College at Maxwell AFB and receiving his Masters from Auburn University, Commander BOX got orders to VF-121, the Pacific Fleet F-4 Replacement Air Group, and in May 1971 became Officer-in-Charge of the Navy Fighter Weapons School (TOPGUN). During his administration, TOPGUN became a separate command and Commander BOX became the first Commanding Officer of TOPGUN on 11 July 1972.

In August of 1972 Commander BOX assumed command of VF-114 aboard USS KITTY HAWK in the Gulf of Tonkin.

Commander BOX and his wife, (b) (6) reside in (b) (6) with their family.



COMMANDER JOHN C. SMITH, USN

COMMANDING OFFICER

from 10 August 1973 to present

BIOGRAPHY OF COMMANDER JOHN C. SMITH.

Commander John C. SMITH, Jr. was born (b) (6) in (b) (6). In August 1955 he listed in the Navy and after attending several service schools was ordered to NAS Pensacola. After completing advanced training at Kingsville, Texas, Commander SMITH was designated a Naval Aviator and commissioned an Ensign on 17 May 1957.

In August 1957, Commander SMITH reported to Attack Squadron ONE TWO SIX and RCW-12 at NAS Miramar, California. Commander SMITH was ordered from August 1959 to March 1960 on Air Force Exchange Duty with the 3565th at James Connally AFB, Waco, Texas, where he was designated one of the 12 Navy Radar Intercept Officers. After a short tour of six months with BUWEPs in St. Louis, Missouri he was ordered to Fighter Squadron 121 and became a "Plank Owner". Later served with Fighter Squadron 21. On 17 June 1965, while flying one of his 236 combat missions, Commander SMITH was credited with shooting down the first MIG aircraft with a second probable, in the Vietnam conflict. Commander SMITH moved to VF-121 again for duty in April of 1966 and was later ordered to COMSEVENTHFLT as Officer-in-Charge of Da Nang "Monkey Mountain" in South Vietnam.

More recently Commander SMITH has served VF-121 and became another "Plank Owner" with Navy Fighter Weapons School. Here he served as Officer-in-Charge for 17 months. In December 1971 Commander SMITH assumed the duties as Executive Officer of VF-121.

In August 1972 Commander SMITH returned to the Gulf of Tonkin to become Executive Officer of VF-115 aboard USS KITTY HAWK.

Commander SMITH is married to the (b) (6) of (b) (6). They have four children (b) (6) (b) (6) and reside (b) (6).

PART III

SECTION E

VF-114 OP ORDERS

FIGHTER SQUADRON ONE HUNDRED FOURTEEN
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA
96601

31 May 1973

FITRON 114 LOI 1-73

From: Commanding Officer,, Fighter Squadron ONE HUNDRED FOURTEEN
To: Fighter Squadron ONE HUNDRED FOURTEEN

Subj: Conventional Weapons Deployment 17-30 June 1973, NAAS Fallon

Ref: (a) COMCVW-11 OP ORDER 1-73

Encl: (1) Operation
(2) Maintenance Material
(3) Administration/Personnel

1. Purpose. To establish the schedule of events and provide specific guidance and instruction to facilitate the Fallon Weapons Deployment and associated squadron movements. Areas of this LOI are duplicated from reference (a) for convenience and assignment of specific duties to specific key personnel.

2. Coordination. Squadron representatives are responsible for coordinating activities with cognizant authorities at Fallon through the Senior CVW-11 Staff Officer Present.

3. Responsibilities. The following duties and responsibilities are assigned:

(a) WO1 (b) (6) is designated the Advance Party Liaison Officer and is responsible for maintaining all original orders of the advance party personnel in addition to the assigned duties of Liaison Officer.

(b) ENS (b) (6) is responsible for all LSP LT duties including coordinating the on and off load and submission of movement and arrival reports.

(c) LT (b) (6) is responsible for maintaining original orders of all squadron officers deployment to Fallon.

(d) AQC (b) (6) is responsible for maintaining original orders of all personnel attached to the regular party including both POV and airlift.

(e) ENS (b) (6) will ensure the communication guard shift to NAAS Fallon for 17 June.

(f) LCDR (b) (6) and LCDR (b) (6) are assigned as CFAD/CVW-11 duty Officers 21 and 26 June respectively.

(g) AVCM (b) (6) is responsible for the assignments of all required watches and to ensure proper dissemination of these watch bills to all cognizant personnel.

(h) Squadron Duty Officers for June 1973

<u>DATE</u>	<u>DAY</u>	<u>NAME</u>
16	SAT	LEJG (b) (6)
17	SUN	LT (b) (6)
18	MON	LEJG (b) (6)
19	TUE	LEJG (b) (6)
20	WED	LEJG (b) (6)

<u>DATE</u>	<u>DAY</u>	<u>NAME</u>
21	THUR	LTJG (b) (6)
22	FRI	LT (b) (6)
23	SAT	ENS (b) (6)
24	SUN	ENS (b) (6)
25	MON	LTJG (b) (6)
26	TUE	LT (b) (6)
27	WED	LT (b) (6)
28	THUR	LTJG (b) (6)
29	FRI	ENS (b) (6)
30	SAT	WCI (b) (6)

3. All personnel will proceed by mode/type of transportation as specified in enclosure (3). All personnel, regardless of transportation, will check in with AVCM (b) (6) at the VP-114 designated duty office in hangar 300.

4. Aircraft availability report will be submitted by maintenance to COMCVW-11 daily prior to 0700 utilizing format contained in reference (a).

5. Air operations summary report will be submitted by operations to COMCVW-11 daily prior to 0900 utilizing format contained in reference (a).

R. E. BOX

OPERATIONS

1. ALL FIFTH 114 aircrews will muster at NAAS Fallon J' Club at 1400 17 June for area brief and scheduling conference.
2. All Alpha strikes will be briefed by LBS SPENCER.
3. Briefings containing information on course rules, targets, AOM rules of engagement, range and overall safety will be promulgated at AOMs prior to fly-off to NAAS Fallon
4. The following list comprises the flight crews for the fly-off to Fallon and return and is based on seven aircraft availability. In the event only six aircraft are available the last crew listed will utilize airlift transportation.

MIRAMAR TO FALLON

CDR BOX/CDR SMITH

(b) (6)

FALLON TO MIRAMAR

CDR BOX (b) (6)

(b) (6)

5. The following lists the divisions which will be maintained while at Fallon. Every effort to schedule utilizing the same pilot/RIO division team will be made.

DIVISION ONE

CDR BOX (b) (6)

(b) (6)

(b) (6)

DIVISION TWO

(b) (6)

(b) (6)

DIVISION THREE

(b) (6)

(b) (6)

DIVISION FOUR

(b) (6) /CDR SMITH

(b) (6)

CAC (STAFF) (b) (6)

(b) (6)

6. FIFTH 114 projected flight operations overview while deployed at Fallon is as follows:

DATE	SOURCES PER DAY	ORDNANCE PER AIRCRAFT
18 thru 21 June	20/Day	6MK76, 4 2.75
		or 4 ZUNI
22 thru 25 June	12/Day	6MK76/4 2.75
	8/Day	6MK82/87
26 June	20/Day	6MK 76/4 2.75
	Bombing Derby	or ZUNI
27 June	TBA	TBA
28 June	TBA	TBA
29 June	TBA	TBA

7. The projected flight schedule including target times will be as follows:

FLIGHT SCHEDULE

18 - 21 June and 26 June

EVT	PILOT/RIO	BRF	ETD	ETE	TGT TIME	TIME REMARKS
EVT 1	4 A/C	0615	0745	1.0	0800	6MK 76's 4 2.75 or ZUNI TGT 17 W
EVT 2	4 A/C	0845	1015	1.0	1100	SAME AS 1
EVT 3	4 A/C	1145	1315	1.0	1400	SAME AS 1
EVT 4	4 A/C	1415	1545	1.0	1600	SAME AS 1
EVT 5	4 A/C	1645	1815	1.0	1900	SAME AS 1
22 & 25 June						
EVT 1	4 A/C	0615	0745	1.0	0800	6MK 76 4 2.75 TGT 17 W
EVT 2	4 A/C	0845	1015	1.0	1100	SAME AS 1
EVT 3	4 A/C	1145	1315	1.0	1400	SAME AS 1
EVT 4	4 A/C	1345	1515	1.0	1600	6MK 82 TGT B-20
EVT 5	4 A/C	1615	1745	1.0	1900	6MK 82 TGT B-20

27, 28 and 29 June TBA

PLAN ON 2 MAX A/C LAUNCHES

MAINTENANCE & MATERIAL

1. General. The following are pertinent items concerning the VF-114 maintenance effort at NAAS Fallon:

a. Air Wing advance liaison and Maintenance coordinator is AFOM

(b) (6)

b. In-place support equipment at NAAS Fallon is limited and is obtained from the GSE Production Control Office, Hangar 300 by the Squadron Advance Liaison Officer, WO (b) (6). Expect to have equipment. All drivers and operators will have proper licenses in their possession and will rigidly follow proper operating procedures.

c. Vehicles will be drawn in advance by AVOM (b) (6) from NAAS Fallon Public Works Department, Transportation Dispatchers, Bldg 76. AZ2 (b) (6) is the CVW-11 Staff Transportation Representative.

d. Protective clothing is not available at NAAS Fallon. Work center supervisors insure any requirement is identified and procured prior to departure.

e. Squadron Maintenance Supervisors shall familiarize themselves with the contents of NAAS Fallon INST 3120.1K prior to arrival.

2. Spaces. Hangar 300 and aircraft parking spaces will be assigned by the Air Wing Advance Liaison Officer and will be available prior to the arrival of the regular party.

3. Specifics. The following are pertinent items concerning specific division/work center efforts while deployed at NAAS Fallon.

a. Maintenance Control Officer

1. Submit daily aircraft availability reports to COMCVW-11

b. Avionics

1. The following personnel are authorized access to AMD avionics spaces:

NAME	RATE	SSN	CLEARANCE
(b) (6)	ATC	(b) (6)	SECRET
(b) (6)	AT1	(b) (6)	SECRET
(b) (6)	AT2	(b) (6)	SECRET
(b) (6)	AT2	(b) (6)	SECRET
(b) (6)	AT2	(b) (6)	SECRET
(b) (6)	AT2	(b) (6)	SECRET
(b) (6)	AT3	(b) (6)	SECRET
(b) (6)	AT3	(b) (6)	SECRET

c. Material

1. Upon arrival AK2 (b) (6) check-in with the Fuels Division, Ext 2423/2596, for a briefing on aviation fuels, nitrogen and liquid oxygen accounting procedures. All material personnel are required to read NAAS Fallon INST 4480.3D prior to arrival at NAAS Fallon.

2. Procure adequate salt tablets and sunburn ointment for the duration of the detachment.

3. LTJG (b) (6) coordinate with ENS (b) (6) in procuring coffee containers. NAAS Fallon will fill coffee jugs with prepared coffee but will not provide coffee grounds.

d. Quality Assurance Officer

1. Coordinate with the Air Wing Maintenance Coordinator for the performance by squadron personnel of a FOD walk-down at the start of operation each day and as otherwise required.

e. Air Frames Officer

1. LT (b) (6) establish liaison with NAAS Fallon AMD tire shop.

2. (b) (6), AMH3 and (b) (6), AMH2 will be qualified and available to tire shop when required.

f. Ordnance Officer.

1. Ensure squadron ordnance handling personnel are briefed by NAAS Fallon ordnance personnel on ordnance handling procedures and safety precautions prior to performing any ordnance evolutions. All ordnance men on the advance party will muster with WFOCS (b) (6) at 0900, Friday, 15 June 1973 in Hangar 300 at NAAS Fallon, Nevada. Senior Chief (b) (6) will coordinate the safety briefing the drawing of ordnance and handling of equipment. The safety brief for the remaining ordnance personnel will be held on Sunday June and/or Monday, 18 June 1973.

2. Provide for build-up, loading and arming of squadron ordnance. Strict compliance with COMNAVAIR INST 3571.1 and COMCVW-11 INST 3571.1 series is mandatory. Use procedures in applicable NAVAIR manuals, conventional weapons checklists and stores Reliability Cards is mandatory. Our goal is maximum training and increased combat readiness without sacrifice of, deviation from, sound safety practices.

3. Obtain and bring all required ordnance suspension and launching equipment to Fallon. Requests for additional or exchange of handling equipment should be made to the Air Wing Weapons Officer by 1500 of the preceding day.

5. Draw only the ordnance required for end day's operations. Advance build up or ready service storage of ordnance will generally not be possible due to space limitations.

6. Arrange for assignment of ready service ducker.

7. Ensure ordnance personnel are certified in training for certification in accordance with COMNAVAIRPACINST 3571.1 and COMCVW-11 INST 3571.1 series.

8. Obtain explosive ordnance disposal services from NAD Hawthorne via the Air Wing Weapons Officer, if required.

9. Report daily ordnance expenditures to the Air Wing Weapons Officer at the close of each day's operations. Reports will be available in the Air Wing Office. CVW-11 Ordnance Malfunction Reports will be required on hung, dud, and failed to fire occurrences. Submit daily, when occurring at the close of operations.

ADMINISTRATION/PERSONNEL

1. General. Advance per diem will be authorized and paid on 15 June. VF-114 personnel have made all arrangements and nothing is required by individuals. Upon return to Miramar it is each man's responsibility to close out their orders and complete the required trip voucher. Failure to comply will result in being charged for overpayment and a deduction on July paycheck.
2. The majority of lockers located in the BEQs require padlocks. It is therefore suggested each man add one padlock to his traveling baggage - locks will not be provided by the squadron.
3. The following list contains personnel on the advance and regular party. The advance party going POV will have to allow enough time to arrive aboard NAAS Fallon by 0800 on Thursday, 14 June. Take-off times for the personnel utilizing government air for both advance and regular party will be announced at a later date. The double asterisk preceding an individual name is authorized re-embursement for POV travel.

ADVANCE PARTY

A. MAINTENANCE

DIV	NAME	RATE	POV
**	(b) (6)	WO1	POV
** MCPO		AFCM	POV
AMCPO		AMCS	POV
**LINE CPO		ADJC	POV
**A/F CPO		AMHC	POV
ORD CPO		AOC	POV
LINE PO		ADJ1	POV
P/C		AN	POV
P/C		ADJ3	POV
AK		AK2	POV
TIRE SHOP		AMH3	POV
Q/A		AMS1	POV
**ORD		AO2	POV
ORD		AA	POV

B. SUPPORT PERSONNEL

**LCPO	(b) (6)	AVCM	POV
OPS		AN	GA
YN		YN3	POV
BKS MAA		BM2	POV
MDMAA		BM2	POV
MESS COOKS	(b) (6)	AMSAA	GA
"	(b) (6)	AA	GA
"		AA	GA
"		AA	GA
Y		AA	POV
COMPT CLN		AA	GA
"		AN	GA
"		AN	GA
COPRSMAN		HN3	POV
DRIVER		AA	POV
STEWARDS		SD2	GA
"		SDSN	GA

COOK3

"

WHEELS WATCH

GAS DRIVER

SHORE PATROL

"

(b) (6)

CSSN

CS2

AN

AA

AQ2

AT3

GA

GA

GA

GA

POV

POV

REGULAR PARTY

OFFICERS

<u>NAME</u>	<u>RANK</u>	<u>SSN/DESG</u>	<u>MODE OF TRAVEL</u>
** (b) (6)	LT		POV
	LT		POV
	LT		POV
**	LT		POV
	LT		POV
	LT		POV
	LT		POV
	LTJG		POV
	LTJG		POV
	LTJG		POV
	LTJG		POV
	LTJG		POV
	ENS		
	ENS		
** (b) (6)	ENS		POV

ENLISTED PERSONNEL

<u>NAME</u>	<u>RATE</u>	<u>SSN</u>	<u>MODE OF TRAVEL</u>
<u>FIRE CONTROL</u>			
** (b) (6)	AQC		POV
	AQ1		POV
	AQ2		POV
	AQ2		POV
	AQ2		POV
	AQ3		POV
	AQ3		POV
	AQ3		POV
	AQ3		POV
	AQ3		POV
	AQAN		POV

RADIO

** (b) (6)	ATC		POV
	AT1		POV
	AT2		POV
	AT2		POV
	AT2		POV
	AT2		POV
	AT3		POV

AME

** (b) (6)	AME C		POV
	AME1		GA
**	AME2		POV
	AME3		POV
	AMEAN		POV

ELECTRICNAMERATESSNMODE OF TRAVEL

** (b) (6)




AE1
AE1
AE2
AE2
AE3
AE3
AE3
AE3
AE3
AEAN
AEAA
AN



POV
POV
GA
GA
GA
GA
POV
POV
POV
POV
GA
GA

ORDNANCE

** (b) (6)



AO1
AO1
AO1
AO2
AO2
AO3
AO3
AO3
AO3
AOAA
AN
AOAN
AN
AN



POV
GA
POV
POV
POV
POV
POV
POV
POV
POV
GA
POV
POV
POV

AIRFRAMES

** (b) (6)



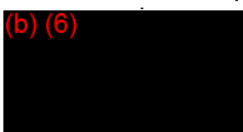
AMH1
AMH1
WMS2
AMH2
AMH2
AMS2
AMH3
AMS3
AMS3
AMS3
AMS3
AMS3
AMSAA
AA



POV
POV
POV
POV
GA
POV
POV
POV
POV
POV
POV
POV
GA
GA

CHECK CREW

(b) (6)



AMS2
MAH2
ATAN



POV
POV
GA

Q/A

NAMES

** (b) (6)

RATE

AQCS
ATL
AOL

SSN

[REDACTED]

MODE OF TRAVEL

POV
POV
POV

LINE

(b) (6)

AMH1
AMH2
ADJ3
ADJ3
ADJ3
AMH3
AMH3
AMS3
AA
AN
AMSAN
AA
AN
AN
AA
AN
AA
AN
ADJAN
AA
AN
AMSAN
AN
AA

POV
POV
POV
POV
POV
POV
POV
POV
GA
POV
GA
GA
POV
GA
GA
GA
GA
GA
GA
POV
GA
GA
GA

TROUBLE SHOOTERS

** (b) (6)

ADJ1
AMH2
AMS2
ADJ3
AMH3
AE3

[REDACTED]

POV
POV
POV
POV
POV
POV

MAINT/MATL

(b) (6)

AK2
AZ3
AN
AA

[REDACTED]

GA
GA
GA
GA

POWER PLANTS

(b) (6)

ADJ1
ADJ2
ADJ3
ADJ3
AA
ADJAA

POV
POV
POV
GA
GA
POV

PARALOFT

** (b) (6)

PRL

POV

ENLISTED ROSTER - 1973

(b) (6)

<u>DATE</u>	<u>SSAN</u>		
AT1	[REDACTED]	16 FEB 72	
AT1	[REDACTED]	31 MAY 73	
AT1	[REDACTED]	31 DEC 71	
AT2	[REDACTED]	02 OCT 73	
AT2	[REDACTED]	28 APR 71	31 MAY 71
AT2	[REDACTED]	25 OCT 73	
AT3	[REDACTED]	19 NOV 71	
ATAA	[REDACTED]	08 NOV 73	
AT3	[REDACTED]	27 MAR 70	21 APR 71
AT3	[REDACTED]	11 AUG 71	
AT3	[REDACTED]	21 JUL 71	
ATAM	[REDACTED]	26 NOV 71	25 APR 71
AT3	[REDACTED]	2 OCT 70	05 OCT 71
AT3	[REDACTED]	21 JUL 71	
ATAM	[REDACTED]	25 JAN 71	
AQC	[REDACTED]	1 JUL 70	20 JUL 71
AO1	[REDACTED]	20 FEB 70	30 JUL 71
AO1	[REDACTED]	29 OCT 71	
AO1	[REDACTED]	17 MAY 73	
AO1	[REDACTED]	21 MAY 73	21 MAY 73
AO2	[REDACTED]	19 NOV 71	
AO2	[REDACTED]	29 OCT 71	31 JUL 71
AO2	[REDACTED]	3 DEC 71	31 JUL 71
AO3	[REDACTED]	30 SEP 72	
AO2	[REDACTED]	10 SEP 71	
AO2	[REDACTED]	24 NOV 71	20 JUL 71
AO3	[REDACTED]	3 APR 71	
AOAM	[REDACTED]	27 OCT 70	21 JUL 71
AO3	[REDACTED]	21 JUL 71	
AO3	[REDACTED]	27 OCT 70	19 JUL 71
AO3	[REDACTED]	27 OCT 70	21 JUL 71
AQC	[REDACTED]	14 SEP 70	
AQ1	[REDACTED]	14 FEB 72	
AQ2	[REDACTED]	25 SEP 70	
AQ2	[REDACTED]	2 OCT 70	01 JUL 71
AQ2	[REDACTED]	30 JUL 71	17 JUL 71
AO1	[REDACTED]	28 MAY 73	

<u>NAME</u>	<u>RATE</u>	<u>SSAN</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AQ2	[REDACTED]	19 NOV 71	10 APR 73
	AQ2	[REDACTED]	30 JUL 71	
	AQ2	[REDACTED]	3 MAR 72	
	AQ3	[REDACTED]	4 NOV 71	26 JAN 73
	AQ3	[REDACTED]	8 OCT 71	
	AQ2	[REDACTED]	12 AUG 71	
	AQ3	[REDACTED]	30 OCT 71	
	AQ3	[REDACTED]	7 AUG 70	27 JUN 73
	AQ2	[REDACTED]	3 MAR 72	
	AQ3	[REDACTED]	30 OCT 71	
	AQ3	[REDACTED]	12 NOV 71	
	AQAN	[REDACTED]	18 OCT 73	
	AQAN	[REDACTED]	8 OCT 71	
	AQCS	[REDACTED]	30 JAN 73	
	AQ3	[REDACTED]	26 NOV 71	
	AQ3	[REDACTED]	20 AUG 71	
	AE1	[REDACTED]	6 NOV 70	
	AE3	[REDACTED]	30 AUG 73	
	AE2	[REDACTED]	28 DEC 73	
	AE1	[REDACTED]	15 OCT 71	
	AE1	[REDACTED]	14 OCT 70	
	AE2	[REDACTED]	17 NOV 71	
	AE3	[REDACTED]	24 JUL 70	20 JUL 73
	AE2	[REDACTED]	24 JUL 70	?
	AE2	[REDACTED]	18 JAN 71	
	AE2	[REDACTED]	18 MAY 73	21 FEB 74
	AE2	[REDACTED]	2 OCT 70	16 NOV 73
	AE2	[REDACTED]	15 OCT 71	26 OCT 73
	AE3	[REDACTED]	2 OCT 70	05 SEP 73
	AE3	[REDACTED]	7 SEP 71	01 FEB 73
	AE3	[REDACTED]	29 JUN 70	20 NOV 73
	AE3	[REDACTED]	17 APR 73	19 NOV 73
	AE3	[REDACTED]	9 MAY 71	20 NOV 73
	AE3	[REDACTED]	14 FEB 72	
	AEAA	[REDACTED]	19 APR 73	
	AEAA	[REDACTED]	10 MAY 73	

NAME

(b) (6)

RATE

SSAN

DATE RECEIVED

DATE

AE3	[REDACTED]	24 SEP 71	
AMH1	[REDACTED]	20 OCT 73	
AMHC	[REDACTED]	10 SEP 71	30 APR 73
AMS1	[REDACTED]	14 SEP 70	
AMS1	[REDACTED]	9 JUL 70	21 NOV 73
AMS1	[REDACTED]	3 DEC 70	14 JUN 73
AMS1	[REDACTED]	12 OCT 73	
AMH1	[REDACTED]	26 FEB 71	
AMH1	[REDACTED]	22 MAR 71	
AMH1	[REDACTED]	3 NOV 71	
AMS3	[REDACTED]	15 MAR 73	
AMS3	[REDACTED]	21 JAN 73	16 NOV 73
AMH1	[REDACTED]	9 AUG 70	10 OCT 73
AME1	[REDACTED]	15 JAN 73	
AMS2	[REDACTED]	25 SEP 71	
AMS2	[REDACTED]	11 NOV 71	31 JUL 73
AMSAA	[REDACTED]	15 FEB 73	
AMS3	[REDACTED]	04 OCT 73	
AMHAA	[REDACTED]	02 JUL 73	20 NOV 73
AMH2	[REDACTED]	29 JUL 71	31 JAN 73
AMHAA	[REDACTED]	31 MAY 73	
AMHAA	[REDACTED]	26 APR 73	
AME2	[REDACTED]	26 OCT 73	
AME2	[REDACTED]	10 MAY 70	24 NOV 73
AMEAN	[REDACTED]	29 MAR 73	19 APR 73
AMEAN	[REDACTED]	09 AUG 73	16 OCT 73
ADJ3	[REDACTED]	28 JUL 73	
AMS2	[REDACTED]	20 NOV 70	16 NOV 73
AMS3	[REDACTED]	17 APR 70	18 OCT 73
ADJAA	[REDACTED]	22 MAR 73	
ADJAA	[REDACTED]	20 APR 73	
ADJAA	[REDACTED]	21 NOV 73	
AM13	[REDACTED]	9 NOV 69	10 JAN 73
ADJAA	[REDACTED]	21 NOV 73	
AME2	[REDACTED]	21 AUG 70	20 NOV 73
AMHAN	[REDACTED]	14 FEB 72	11 MAY 73
AMH3	[REDACTED]	2 NOV 71	01 JUN 73
AMH2	[REDACTED]	1 MAY 70	24 NOV 73

NAMERATESSANDATE REC'DDATE THROUGH

(b) (6)

AMH2

2 DEC 71

AMH2

7 AUG 70

29 AUG 73

AZ1

08 JUN 73

19 NOV 73

AZAN

2 JAN 72

AZ3

18 JUL 69

01 JUN 73

AMS3

12 AUG 71

AZ2

23 AUG 73

AZ3

17 MAR 73

15 NOV 73

AN

31 JAN 72

AK3

21 JUL 71

02 MAR 73

AZ3

02 FEB 73

AK3

18 FEB 73

TM3

15 NOV 73

(b) (6)

AN

20 OCT 69

22 JAN 73

AN

13 DEC 73

AN

3 JAN 72

AN

17 APR 70

AQ3

14 FEB 72

AN

16 FEB 72

10 MAR 73

AN

22 MAY 73

AN

29 JUN 73

20 NOV 73

(b) (6)

AN

01 SEP 73

(b) (6)

AA

21 JUL 71

AN

27 DEC 71

AN

18 OCT 71

AN

18 OCT 73

(b) (6)

AA

04 SEP 73

(b) (6)

AA

1 NOV 71

(b) (6)

AA

04 SEP 73

AN

21 JUL 71

AA

19 SEP 73

AN

21 JUL 71

02 MAR 73

AOAA

19 NOV 73

AOAA

14 DEC 73

AOAA

28 DEC 73

AMS3

22 JAN 72

AMSAW

30 JUL 71

AMS3

3 MAR 72

(b) (6)

AMS3	[REDACTED]	15 NOV 71	
AMH3	[REDACTED]	11 NOV 71	
AMH3	[REDACTED]	7 AUG 70	16 NOV 73
AMH3	[REDACTED]	29 OCT 71	
AMH3	[REDACTED]	29 OCT 71	
AMEAN	[REDACTED]	28 NOV 71	24 MAR 73
AME3	[REDACTED]	6 JAN 72	
PR1	[REDACTED]	13 AUG 73	

(b) (6)

(b) (6)

PRAA	[REDACTED]	25 MAY 73	
PR1	[REDACTED]	6 OCT 70	
AR	[REDACTED]	17 JAN 73	
PR2	[REDACTED]	29 SEP 70	18 JUN 73
AR	[REDACTED]	17 JAN 73	
AR	[REDACTED]	07 FEB 73	
PR2	[REDACTED]	17 NOV 71	26 JAN 73
PR3	[REDACTED]	18 AUG 71	
AA	[REDACTED]	20 DEC 73	
AK2	[REDACTED]	12 SEP 70	20 NOV 73
SDSN	[REDACTED]	21 DEC 73	
SDSN	[REDACTED]	19 NOV 73	
AZ3	[REDACTED]	20 OCT 69	02 FEB 73
SD3	[REDACTED]	10 JAN 73	
SD1	[REDACTED]	10 JUL 73	
SD2	[REDACTED]	30 SEP 73	
AK3	[REDACTED]	30 SEP 73	
SDSA	[REDACTED]	15 SEP 73	
CS2	[REDACTED]	16 OCT 73	
AO2	[REDACTED]	16 NOV 73	
AOAA	[REDACTED]	19 APR 73	

(b) (6)

AN	[REDACTED]	3 JAN 72	
YN3	[REDACTED]	21 JAN 72	26 OCT 73
AMS3	[REDACTED]	22 JAN 72	
AN	[REDACTED]	3 FEB 72	
AMH2	[REDACTED]	14 FEB 72	
AT2	[REDACTED]	16 FEB 72	
AO2	[REDACTED]	14 FEB 72	13 AUG 73
AT2	[REDACTED]	16 FEB 72	15 JAN 73
AO3	[REDACTED]	15 MAR 72	05 MAR 73

NAME				
(b) (6)	AQ3	[REDACTED]	15 MAR 72	26 JAN 73
	AZAN	[REDACTED]	15 MAR 72	
	AQ3	[REDACTED]	23 MAR 72	
	ATAN	[REDACTED]	23 MAR 72	25 AUG 73
	CSSN	[REDACTED]	27 MAR 72	
	FR2	[REDACTED]	27 MAR 72	
	AQ3	[REDACTED]	27 MAR 72	21 APR 73
	AT2	[REDACTED]	27 MAR 72	
(b) (6)	AT2	[REDACTED]	27 MAR 72	01 SEP 73
(b) (6)	AT3	[REDACTED]	4 APR 72	
	AME3	[REDACTED]	4 APR 72	
	YN3	[REDACTED]	30 APR 72	
	AQ3	[REDACTED]	1 MAY 72	
(b) (6)	AA	[REDACTED]	30 OCT 72	
(b) (6)	AA	[REDACTED]	30 OCT 72	
(b) (6)	AA	[REDACTED]	7 NOV 72	02 FEB 73
	AA	[REDACTED]	28 NOV 72	
	AOAN	[REDACTED]	11 NOV 72	
	ADJ3	[REDACTED]	11 NOV 72	
	ADJ2	[REDACTED]	11 NOV 72	31 AUG 73
	AA	[REDACTED]	11 NOV 72	20 NOV 73
	AA	[REDACTED]	28 NOV 72	
(b) (6)	YN3	[REDACTED]	28 NOV 72	25 MAY 73
(b) (6)	BM2	[REDACTED]	28 NOV 72	31 JUL 73
(b) (6)	AMEAN	[REDACTED]	29 NOV 72	
(b) (6)	AA	[REDACTED]	30 NOV 72	
(b) (6)	AA	[REDACTED]	28 NOV 72	31 JUL 73
(b) (6)	AOAA	[REDACTED]	1 DEC 72	
(b) (6)	AA	[REDACTED]	28 NOV 72	15 MAY 73
(b) (6)	AA	[REDACTED]	28 NOV 72	
(b) (6)	AE3	[REDACTED]	14 DEC 72	26 OCT 73
(b) (6)	AE3	[REDACTED]	15 DEC 72	
(b) (6)	SR	[REDACTED]	15 DEC 72	13 FEB 73
(b) (6)	AE2	[REDACTED]	21 DEC 72	
(b) (6)	AA	[REDACTED]	20 DEC 72	
(b) (6)	AA	[REDACTED]	30 DEC 72	

NAME	GRADE	SSAN	DATE REC'D	DATE PROCESSED
(b) (6)	AA	[REDACTED]	30 DEC 72	
(b) (6)	AA	[REDACTED]	30 DEC 72	
(b) (6)	ADJ1	[REDACTED]	2 MAY 72	
(b) (6)	AQ3	[REDACTED]	24 MAY 72	
(b) (6)	AT3	[REDACTED]	24 MAY 72	
(b) (6)	PR2	[REDACTED]	24 MAY 72	02 FEB 73
(b) (6)	BM2	[REDACTED]	24 MAY 72	
(b) (6)	AQ2	[REDACTED]	3 MAR 72	
(b) (6)	AN	[REDACTED]	21 JUN 72	
(b) (6)	HM3	[REDACTED]	28 JUN 72	
(b) (6)	AA	[REDACTED]	28 JUN 72	
(b) (6)	AMS2	[REDACTED]	17 JUL 72	
(b) (6)	AK1	[REDACTED]	3 MAY 72	
(b) (6)	ADJ3	[REDACTED]	3 AUG 72	
(b) (6)	AMS2	[REDACTED]	5 AUG 72	
(b) (6)	ADJAN	[REDACTED]	5 AUG 72	
(b) (6)	ADJAN	[REDACTED]	5 AUG 72	15 NOV 73
(b) (6)	PR2	[REDACTED]	6 AUG 72	13 JUL 73
(b) (6)	AK2	[REDACTED]	7 AUG 72	
(b) (6)	AA	[REDACTED]	8 AUG 72	
(b) (6)	AMEAN	[REDACTED]	10 AUG 72	15 DEC 73
(b) (6)	AMEC	[REDACTED]	11 AUG 72	
(b) (6)	YN3	[REDACTED]	31 AUG 72	
(b) (6)	AN	[REDACTED]	4 SEP 72	20 NOV 73
(b) (6)	SDSA	[REDACTED]	11 SEP 72	14 DEC 73
(b) (6)	AA	[REDACTED]	23 SEP 72	18 OCT 73
(b) (6)	AA	[REDACTED]	3 OCT 72	
(b) (6)	AA	[REDACTED]	3 OCT 72	08 MAR 73
(b) (6)	ANCS	[REDACTED]	6 OCT 72	
(b) (6)	AA	[REDACTED]	23 OCT 72	
(b) (6)	AA	[REDACTED]	30 OCT 72	
(b) (6)	AO1	[REDACTED]	24 MAY 73	21 SEP 73
(b) (6)	CS2	[REDACTED]	12 APR 73	
(b) (6)	AQ3	[REDACTED]	29 MAY 73	
(b) (6)	PN1	[REDACTED]	11 SEP 73	
(b) (6)	HML	[REDACTED]	18 OCT 73	
(b) (6)	PN3	[REDACTED]	26 OCT 73	

NAME	RATE	SSAN	DATE RECD	DATE TRANSMIT
(b) (6)	BM2	[REDACTED]	06 NOV 73	
(b) (6)	YNSA	[REDACTED]	23 JUN 73	
(b) (6)	ADJ3	[REDACTED]	20 JAN 72	09 MAY 73
(b) (6)	ADJ3	[REDACTED]	2 MAR 70	21 APR 73
(b) (6)	PNSA	[REDACTED]	24 FEB 73	20 AUG 73
(b) (6)	PNSA	[REDACTED]	10 FEB 73	
(b) (6)	ADJ3	[REDACTED]	14 FEB 72	
(b) (6)	ADJ3	[REDACTED]	3 FEB 72	
(b) (6)	ADJ3	[REDACTED]	14 FEB 72	
(b) (6)	ADJ1	[REDACTED]	27 JAN 72	
(b) (6)	ADJ2	[REDACTED]	09 DEC 71	
(b) (6)	ADJ3	[REDACTED]	15 OCT 71	22 MAY 73
(b) (6)	ATC	[REDACTED]	6 AUG 72	
(b) (6)	YN1	[REDACTED]	21 FEB 71	
(b) (6)	YN3	[REDACTED]	12 OCT 69	14 MAY 73
(b) (6)	IN1	[REDACTED]	20 AUG 71	09 OCT 73
(b) (6)	ADJ3	[REDACTED]	02 OCT 70	22 DEC 73
(b) (6)	IN3	[REDACTED]	3 MAR 71	02 MAR 73
(b) (6)	IN3	[REDACTED]	21 JUL 71	
(b) (6)	AK1	[REDACTED]	30 MAR 71	
(b) (6)	CS2	[REDACTED]	25 FEB 71	22 SEP 73
(b) (6)	AR	[REDACTED]	18 JUN 73	
(b) (6)	AR	[REDACTED]	17 DEC 73	
(b) (6)	AR	[REDACTED]	28 DEC 73	
(b) (6)	AR	[REDACTED]	28 DEC 73	
(b) (6)	AR	[REDACTED]	08 FEB 73	02 OCT 73
(b) (6)	AR	[REDACTED]	01 JAN 74	20 NOV 73
(b) (6)	AN	[REDACTED]	13 JAN 72	
(b) (6)	AFCM	[REDACTED]	11 SEP 70	
(b) (6)	AVCM	[REDACTED]	16 JUL 71	
(b) (6)	ADCS	[REDACTED]	26 OCT 71	16 JUL 73
(b) (6)	ADCS	[REDACTED]	26 DEC 69	30 SEP 73
(b) (6)	ADJC	[REDACTED]	5 FEB 71	
(b) (6)	ADJ1	[REDACTED]	4 NOV 71	
(b) (6)	ADJ1	[REDACTED]	21 JUL 71	
(b) (6)	ADJ1	[REDACTED]	6 AUG 71	
(b) (6)	ADJ1	[REDACTED]	21 JUL 71	
(b) (6)	ADJ1	[REDACTED]	23 APR 71	

<u>NAME</u>	<u>SSAN</u>	<u>DATE REC'D</u>	<u>DATE TRANSMITTING</u>
(b) (6)	AA	4 SEP 71	
(b) (6)	AM	31 OCT 71	
(b) (6)	YM3	26 OCT 71	
(b) (6)	AA	14 NOV 71	02 MAR 73
(b) (6)	AA	12 DEC 71	
(b) (6)	HM1	15 JUN 70	07 NOV 73
(b) (6)	AR	02 JAN 73	22 SEP 73
(b) (6)	SD2	1 FEB 71	16 NOV 73
(b) (6)	AR	02 JAN 73	
(b) (6)	AR	02 JAN 73	
(b) (6)	AR	02 JAN 73	21 SEP 73
(b) (6)	AR	02 JAN 73	11 APR 73
(b) (6)	AR	02 JAN 73	
(b) (6)	AR	02 JAN 73	
(b) (6)	AR	02 JAN 73	08 MAR 73
(b) (6)	AR	02 JAN 73	
(b) (6)	AR	02 JAN 73	
(b) (6)	AR	02 JAN 73	
(b) (6)	AR	02 JAN 73	

FIGHTER SQUADRON ONE HUNDRED FOURTEEN

Fleet Post Office
San Francisco, California 94061

VP-114:RJ/T:jn
13 August 1973

FITRON ONE ONE FOUR LOI 2-73

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Distribution List

Subj: Squadron embarkation aboard USS KITTY HAWK (CV-63) 20-27 August 73

Ref: (a) COMCARAIRWING ELEVEN Instruction 302910

Encl: (1) Department Responsibilities and Notices
(2) Schedule of Events
(3) Officer Embarkation Roster
(4) Enlisted Embarkation Roster
(5) Personnel Remaining at NAS Miramar

1. The purpose of this LOI is to establish the sequence of events, assign responsibilities and promulgate procedures for the squadron embarkation aboard USS KITTY HAWK (CV-63) on 18 August 1973. The procedures and responsibilities are in accordance with reference (a). Enclosure (1) lists responsibilities and notices by departments. Enclosure (2) sets forth the chronological schedule of events, enclosure (3) and (4) list personnel embarked including duty section and fulfill the requirements of reference (a), paragraph 1.a. Enclosure (5) lists personnel remaining at NAS Miramar.

2. The following duties and responsibilities are assigned:

(a) LCDR (b) (6) is designated Officer-in-Charge of loading all squadron support equipment aboard USS KITTY HAWK and is responsible for the transportation, off load and security of all gear on the hangar deck.

(b) LTJG (b) (6) is designated the squadron liaison officer with USS KITTY HAWK and is responsible for accepting assigned squadron spaces from CV-63 and providing keys to shop supervisors per the space assignment list.

(c) ADJG (b) (6) is designated loading supervisor and is responsible for the orderly loading of squadron support equipment aboard trucks at NAS Miramar and off loading this equipment aboard USS KITTY HAWK. ADJG (b) (6) will be assisted by ADJG (b) (6), AMEL (b) (6) and a working party of twenty-five (25) enlisted personnel to be assigned and promulgated prior to 16 August 1973.

(d) LT (b) (6) is responsible for the transportation of all classified material to the hangar deck and will ensure proper stowage of same.

(e) LT (b) (6) is responsible for the procurement of necessary GSE equipment aboard ship.

3. Prior to 0800, Friday, 17 August, all shops/departments will assemble their respective equipment and pack cruise boxes. All equipment will be clearly identified with the squadron number and shop/departments name. This equipment will be retained in the individual shops. Cruise boxes will be painted orange and labeled in black.

4. At 0800 Friday, 17 August, vehicles will arrive at Hangar K-277 to transport squadron equipment to USS KITTY HAWK. Each shop/department will be responsible for loading its equipment on the truck, under the direction of ADJC (b)(6). An inventory will be taken as equipment is loaded.
5. At 0700 Saturday, 18 August, the loaded vehicles will depart NAS Miramar to arrive at USS KITTY HAWK by 0800.
6. At 0800 Saturday, 18 August, squadron support equipment will be off loaded from the vehicles and assembled on the hangar deck. This task will be accomplished by a working party of twenty-five (25) enlisted personnel under the direction of ADJC (b)(6). This working party will be designated in the 16 August Watch Bill. An inventory will be taken as the equipment is loaded aboard USS KITTY HAWK and placed on the hangar deck.
7. Each shop/department will be responsible for moving their equipment from the hangar deck to their assigned space by 1600, Saturday 18 August.
8. Confidential material will be packed in cruise boxes and clearly identified as such. These boxes will then be transported to USS KITTY HAWK individually on Saturday, 18 August, at 0800. Classified material must be turned over to LT (b)(6) at the duty truck parking place, and will be returned aboard the USS KITTY HAWK.
9. Material designated for dead storage at Miramar will be placed in the dead storage locker, building M-12 by 1400, 16 August 1973. At 1430, 16 August 73, the LCPO will inspect the locker for proper stowage of contents and will initiate and supervise corrections if required.


J. C. SMITH

Distribution List:
LIST I, II and III

Copy to:
COMNAVAIRPAC (Code 31C)
COMFIT/AEWINGPAC
CO, USS KITTY HAWK (CV-63)
COMCARAIRWING ELEVEN

Administrative Department

1. Hours. The department offices at NAS Miramar will secure for business at 1600, Wednesday, 15 August, and open aboard USS KITTY HAWK (CV-63) at 0800 Monday, 20 August 1973.
2. Berthing and Baggage:
 - a. The squadron mess treasurer, ENS (b)(6) will coordinate the assignment of officers' staterooms with the ship. Preferences will be indicated by all officers prior to 18 August 1973.
 - b. Enlisted berthing assignments will be promulgated prior to 18 August.
 - c. Personal gear may be loaded on the trucks transporting squadron equipment on a space available basis only. No personal gear will be loaded until all squadron gear is on the trucks.
3. Watch Bill.
 - a. Officers' Integrity watches are assigned by SMO. Squadron Duty Officer watches are assigned in the VP-114 SPO Watch Bill of 26 July 1973.
 - b. The watch bill for 16 August 1973 will include all working parties for the embarkation.
4. Muster. All hands embarked aboard USS KITTY HAWK (CV-63) will muster at quarters on the hangar deck at 1600, Saturday, 18 August 1973. Muster list for those embarked and those remaining at NAS Miramar are included in enclosures (3) and (4).
5. Liberty. Will commence approximately 1630, Saturday, 18 August 1973, and will terminate aboard at 0630 Monday, 20 August 1973.
6. TAD Personnel. List of all TAD personnel aboard USS KITTY HAWK (CV-63) will be promulgated by the LCPO prior to 16 August 1973. These people will report to their respective divisions no later than 17 August 1973.
7. ENS (b)(6) is responsible for coordinating the on-load of Administration and Personnel equipment and files with the squadron loading officer.

Maintenance Department

1. All shops will have gear stowed in spaces prior to secure on 18 August.
2. Insure squadron aircraft are configured in accordance with COMNAVAIRPAC Configuration Directives, CARDIV or ship Op Orders.
3. Prepare squadron maintenance pack up.
4. Submit information on high usage items to CG-11.
5. Change of location X-Ray/EIR.
6. LT (b)(6) is designated as the Personnel Protective Clothing/Gear Officer. Issuance of personal clothing and protective gear will be on an individual basis with signatures required. Proper markings will be strictly controlled and maintained. LT (b)(6) will provide properly marked clothing/gear to concerned personnel at least two (2) working days prior to their going aboard.

7. LT (b) (6) is responsible for obtaining the squadron from the ship prior to commencement of flight operations 20 August 1973.

Operations Department

1. The squadron will embark all aircrews and aircraft in USS KITTY HAWK. Mission training requirements are as directed by the Commanding Officer or higher authority. Requirements for each day's operations will be promulgated by the Squadron Flight Schedule.

2. The following officers will fly aboard USS KITTY HAWK on 20 August 1973 or as directed by the Commanding Officer. Personal gear should be carried aboard prior to the fly-aboard.

CDR J. C. SMITH

CDR (b) (6)

LCDR (b) (6)

LCDR (b) (6)

LCDR (b) (6)

LCDR (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LTN (b) (6)

LTN (b) (6)

LTN (b) (6)

LTN (b) (6)

LTN (b) (6)

LTN (b) (6)

LTN (b) (6)

LTN (b) (6)

LTN (b) (6)

LTN (b) (6)

3. The following officers must be aboard prior to 0630 local 20 August.

LCDR (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LTJG (b) (6)

LTJG (b) (6)

LTJG (b) (6)

ENS (b) (6)

ENS (b) (6)

ENS (b) (6)

ENS (b) (6)

ENS (b) (6)

ENS (b) (6)

ENS (b) (6)

4. ENS (b) (6) is responsible for coordinating the on-load of operations equipment and files with the squadron loading officer.

5. ENS (b) (6) is responsible for arranging guard shift to USS KITTY HAWK effective 0300, 18 August 1973.

SCHEDULE OF EVENTS

TUES 14 AUG - THURS 16 AUG --- Pack cruise boxes/assemble equipment in shops

0800 17 AUG --- Truck arrives at squadron spaces aboard NAS Miramar. All shops/departments will be responsible for loading their respective equipment/cruise boxes on truck.

0700 18 AUG --- Truck leaves NAS Miramar for NORIS.

0800 18 AUG --- Truck arrives at CV-63. Working party to be at dockside to unload truck and assemble all squadron equipment/cruise boxes on hangar deck. Individual shops/departments will be responsible for stowing their equipment in assigned spaces by 1600.

1600 18 AUG --- Dead line for all gear to be removed from Hangar Bay.

0700 18 AUG --- Bus leaves Barracks 304 for Hangar K277.

0713 18 AUG --- Bus leaves Hangar K277 for CV-63. No bus return to Miramar.

1600 18 AUG --- All hands muster hangar bay #1 CV-63.

2630 18 AUG --- Liberty Call.

0630 20 AUG --- Liberty expires aboard USS KITTY HAWK for those listed in enclosure (4).

14 AUGUST 1973

FIGHTER SQUADRON ONE HUNDREDFOURTEEN
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 96601

ENLISTED EMBARKATION BILL 20 - 24 AUGUST

MAINTENANCE CONTROL/MAINT ADMIN

AFCM (b) (6)
AMCS
ADJC
AZL
SD3
AZ3
AA

SUPPLY

AKL (b) (6)
AK2
AK3
AA

QUALITY ASSURANCE

AQCS (b) (6)
ADJL
AMHL
ATL
AN

LINE

AJL (b) (6)
ADJL
ADJ3
AMH3
ADJ3
AMH3
ADJ3
AN
AMHAN (b) (6)
AN (b) (6)
AN (b) (6)
AA (b) (6)
AN (b) (6)
AN
AA (b) (6)
AA (b) (6)
AA (b) (6)
AA (b) (6)

TROUBLE SHOOTERS

AMHL (b) (6)
AMS2
AMH3
AT3
ADJ3
AE3
AMEAN (b) (6)

POWER PLANTS

ADJL (b) (6)
ADJ2
ADJL
ADJ2 (b) (6)
ADJ3 (b) (6)
ADJAN (b) (6)
AN (b) (6)
AN (b) (6)
ADJAN (b) (6)
ADJAN (b) (6)

AIRFRAMES

AMS1 (b) (6)
AMHL
AMS2
AMH2
AMH2
AMH2
AMS3
AMS3
AMH3
AMS3
AMS3
AN

ORDNANCE

AOC (b) (6)
AOL
AOL
AO2
AO2

Enclosure (4)

ORDNANCE (Continued,

AO3 (b) (6)
AO3 (b) (6)
AOAN (b) (6)
AA (b) (6)
AZAN (b) (6)

ELECTRIC

AE1 (b) (6)
AE1 (b) (6)
AE2 (b) (6)
AE2 (b) (6)
AE2 (b) (6)
AE2 (b) (6)
AE2 (b) (6)
AE2 (b) (6)
AE3 (b) (6)
AE3 (b) (6)
AE3 (b) (6)
AE3 (b) (6)
AN (b) (6)

PARALOFT

PR1 (b) (6)
PR3 (b) (6)
PRAA (b) (6)

FIRE CONTROL

AT1 (b) (6)
AQ2 (b) (6)
AQ2 (b) (6)
AQ2 (b) (6)
AQ2 (b) (6)
AQ2 (b) (6)
AQ3 (b) (6)
AQ3 (b) (6)
AQ3 (b) (6)
AQ3 (b) (6)
AQAN (b) (6)

ELECTRONICS

AT1 (b) (6)
AT2 (b) (6)
AT2 (b) (6)
AT3 (b) (6)
AT3 (b) (6)

SEAT SHOP

AME1 (b) (6)
AME2 (b) (6)
AME3 (b) (6)
AMEAN (b) (6)
AN (b) (6)
AMEAN (b) (6)

CHIEF OF STAFF

AMS2 (b) (6)
AMS2 (b) (6)

ADMIN/PER/OES

PN1 (b) (6)
PN2 (b) (6)
PNSA (b) (6)

YN1 (b) (6)
YN3 (b) (6)
YN3 (b) (6)

YMSN (b) (6)

LEADING CHIEF

AQC (b) (6)

(b) (6)

AMS2 (b) (6)
AMS2 (b) (6)

ADMIN/PER/OES

PN1 (b) (6)
PN2 (b) (6)
PNSA (b) (6)

YN1 (b) (6)
YN3 (b) (6)
YN3 (b) (6)

LEADING CHIEF

AQC (b) (6)

ENCLOSURE (4)

TAD DHA

(b) (6) AQ2
(b) (6) AQ2
(b) (6) AQ2
(b) (6) AQL
(b) (6) AT3
(b) (6) AT2
(b) (6) AE2
(b) (6) AE2
(b) (6) AT3
(b) (6) AEAA
(b) (6) ADJAN
(b) (6) AA
(b) (6) ADJ3

MESS COOKS

(b) (6) AN
(b) (6) AA
(b) (6) AA
(b) (6) AMSAN
(b) (6) AOAA
(b) (6) AA
(b) (6) AN

MESS DECK MAA

(b) (6) AMH2

LAUNDRY

(b) (6) AA
(b) (6) AMHAA

1ST LT

(b) (6)
(b) (6)
(b) (6)
(b) (6) (b)

TAD SHIP

(b) (6) SK1 Disbursing
(b) (6) SD2 Wardroom
(b) (6) SD3A Wardroom
(b) (6) CS2 Galley
(b) (6) CSSN
(b) (6) AA
(b) (6) HM3 Medical
(b) (6) AA
(b) (6) ATC CAG/FLT DECK CONTRO
(b) (6) AN LOX CREW

BEACH DET 20-24 AUG

ADCS
AT1
AZ1
AMS1
AO2
AT2
ADJ3
AMS3
AN
AA
AA
AA
AO3
ASM3
AT3
AA
YN3
PNSA
AA

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

SCHOOL

AMEC
AO1
AA
AN
AZ3
AME1
AN
AA
AA
AA
AN
AN

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

DISCHARGE
8-31/73

--- "A" SCHOOL
--- MEMPHIS

LEAVE

PR1
AE1
AQ1
AZ3
AE2
ADJ2
AA
AQ3
ADJC
ASM3
AA
AN
AMHAN
AMS3
AK2
AT2
AN
AQ2
AVCM
AE2
YN3

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

8-1/8-22
8-13/8-28
8-20/8-27
8-13/9-5
8-1/9-1
8-1/8-30
8-13/8-26
8-17/9-18
8-13/8-28
8-13/9-3
8-4/9-5
8-21/9-3
8-8/8-31
8-20/9-10
8-16/8-24
8-6/9-4
8-10/8-31
8-16/9-5
8-2/9-2
8-24/9-5
8-4/8-31

TAD

CS1
FEL
AT3
AMH2

(b) (6)

GALLEY
DISP
HOSP
AIMD

FIGHTER SQUADRON ONE HUNDRED FOURTEEN
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA
96601

VF-114:RLT:bn
24 August 1973

FITRON ONE ONE FOUR LOI 3-73

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Distribution List
Subj: Squadron Activity during period 24 August - 5 September 1973
Encl: (1) Schedule of Events
(2) Enlisted Embarkation Roster
(3) Personnel Remaining at NAS Miramar
(4) Officer Embarkation Roster

1. The purpose of this LOI is to establish the sequence of events and promulgate information for necessary squadron activity between 24 August and 5 September 1973.


J. C. SMITH

Distribution List:
List I, II, and III

Authentication:

(b) (6)

ICDR USN
Administrative Officer

SCHEDULE OF EVENTS

1430-24 AUG Fly-Off 4 aircraft to NAS Miramar
TBA -25 AUG CQ Operations aboard ship utilizing 4 aircraft above.
Termination of CQ period 4 aircraft return to NAS Miramar.
0900-26 AUG Ship arrives NAS North Island
Approx 1000-26 AUG Liberty commences when called away by DO. Bus transportation
to Miramar for forty personnel available on the pier. (No return.)
Beach Det Personnel (5-27 September) report to OinC at Miramar
by 1300.
27-28 AUG Holiday Routine for RIM PAC crew. Normal routine for Beach Det Crew.
0900-29 AUG Quarters for Muster, Hangar Bay 2, for RIM PAC Crew.
0900-30/31 AUG Muster on Station, USS KITTY HAWK for RIM PAC Crew.
1-3 SEPT Holiday Routine
0900-4 SEP Quarters for Muster Hangar Bay 2 for RIM PAC Crew.
0700-5 SEP RIM PAC Crew Muster on Station USS KITTY HAWK ready to depart
on RIM PAC Cruise.

Personnel returning to NAS Miramar during RIM PAC Cruise will remove ALL
personal effects from the ship and notify RM2 (b)(6) of their Compartment
and Bunk Number for reassignment.

MAINTENANCE CONTROL/MAINT ADMIN

AMCS (b) (6)
 AQCS
 ADJC
 AZ1
 ST3
 AZ3
 AZ3
 AA
 AZ3

SUPPLY

AK1 (b) (6)
 AK2
 AA

QUALITY ASSURANCE

AMEC (b) (6)
 ANJ1
 AT1
 AEL
 AGL
 AN

LINE

ADJC (b) (6)
 ADJ1
 ADJ3
 AT3 (b) (6)
 ADJ3
 AMH3
 ADJ3
 ASM3
 AMHAA (b) (6)
 AA (b) (6)
 AN
 AMHAN (b) (6)
 AN (b) (6)
 AN
 AA
 AN
 AN
 AA
 AA
 AA
 AA
 AA
 AA (b) (6)

PARALONE

PR1 (b) (6)
 PR1
 PR3

TROUBLESHOOTING

AMH1 (b) (6)
 AMH2
 AMH3
 ATJ3
 AT3 (b) (6)
 AME3

POWER PLANTS

ADJ1 (b) (6)
 ADJ2
 ADJ3
 AN (b) (6)
 AN
 ADJAN (b) (6)
 ADJAN

AIRFRAMES

AMS1 (b) (6)
 AMS1
 AMS2
 AMS2
 AMS3
 AMS3
 AMS3
 AMS3
 AMS3
 AMS3
 AA
 AA
 AA

SEAL SEW

AME1 (b) (6)
 AME3
 AMEAN (b) (6)
 AMEAN
 AN (b) (6)
 AME2 (b) (6)

ORDNANCE

AOC (b) (6)
AO1
AO1
AO2
AO2
AO3
AO3
AOAN (b) (6)
AN
AA
AZAN (b) (6)

ENGINE CREW

AMS2 (b) (6)
AMS2
AOS (b) (6)

ATWTR / PERS / OPS

YN1 (b) (6)
YN3
YN3
YN3
YNSK

ELECTRIC

AE1 (b) (6)
AE1
AE2
AE2
AE3
AE3
AE3
AE3
AN
AE2
AE2

PN2 (b) (6)
PNSA (b) (6)

YN3 (b) (6)
AN

LCPO

AVCM (b) (6)
AA

FIRE CONTROL

AQC (b) (6)
AC1
AQ2
AQ2
AQ2
AQ2
AQ3
AQ3
AQ3
AQAN

ELECTRONICS

AT1 (b) (6)
AT1
AT2
AT2
AT3

SHIPBOARD EAD

TAD IMA

(b) (6) AQ1
 (b) (6) AQ2
 (b) (6) AQ2
 (b) (6) AQ2
 (b) (6) AQ2
 (b) (6) AP2
 (b) (6) AP3
 (b) (6) AP3
 (b) (6) AP2
 (b) (6) AE2
 (b) (6) AE2
 (b) (6) AEAA
 (b) (6) APJ3
 (b) (6) J. MOJAN
 (b) (6) AA
 (b) (6) AMS3
 (b) (6) AMH2
 (b) (6) AMH2

MDMA5

(b) (6) ANH2

LAUNDRY

(b) (6) AA
 (b) (6) ARHAA

1ST Lt

(b) (6) BM2
 (b) (6) AN
 (b) (6) AN
 (b) (6) AOAN
 (b) (6) AAN
 (b) (6) AN

STO CORRE CLEANER

(b) (6) AN

PARALCFT

(b) (6) PRAA

PAT SHIP

(b) (6) DK1 FISB
 (b) (6) SE2 JARPROOM
 (b) (6) SFSA JARPROOM
 (b) (6) CS2 CALLEY
 (b) (6) SPFH CALLEY
 (b) (6) HM3 MEDICAL
 (b) (6) AA MEDICAL
 (b) (6) HRL MEDICAL

SUPPLY

(b) (6) AX2
 (b) (6) AX3

CVN-11

(b) (6) AN LOX CREW
 (b) (6) APC FLIGHT DECK

NESSCOCKS

(b) (6) AN
 (b) (6) AA
 (b) (6) AMSAN
 (b) (6) AOAA
 (b) (6) AN
 (b) (6) AA
 (b) (6) AA
 (b) (6) AA

BUNADON AREA

APCH (b) (6)
 AAL (b) (6)
 AMEL (b) (6)
 AMIL (b) (6)
 AMEL (b) (6)
 ATIL (b) (6)
 AMEL (b) (6)
 AP2 (b) (6)
 APJ (b) (6)
 AQ2 (b) (6)
 AQ3 (b) (6)
 AMH3 (b) (6)
 AMS3 (b) (6)
 AN (b) (6)
 AA (b) (6)
 AA (b) (6)
 AA (b) (6)

AMS3 (b) (6)

SCHDOL

APCH (b) (6)
 AQ1 (b) (6)
 ADJ2 (b) (6)
 AA (b) (6)
 AN (b) (6)
 AN (b) (6)

LEAVE

AQ3 (b) (6) 17 AUG/18 SEP
 AMS3 (b) (6) 20 AUG/10 SEP
 AN (b) (6) 19 AUG/10 SEP

OTHER

CS1 (b) (6)	TRANSFER
AP2 (b) (6)	TRANSFER
ADJ2 (b) (6)	DISCHARGE
AQ2 (b) (6)	DISCHARGE
AP2 (b) (6)	DISCHARGE
AMH2 (b) (6)	DISCHARGE
AE3 (b) (6)	DISCHARGE
AP3 (b) (6)	HOSPITAL
AE2 (b) (6)	TRANSITION
AE3 (b) (6)	TRANSITION

OFFICER DEBARKATION ROSTER

1. The following Officers will fly aboard USS KITTYHAWK on 5 September 1973 or as directed by the Commanding Officer. Personal gear should be carried aboard prior to the fly aboard.

CDR SMITH

CDR (b) (6)

LCDR (b) (6)

LT (b) (6)

2. The following Officers must be aboard prior to 000 Local 5 September:

LCDR (b) (6)

LCDR (b) (6)

LCDR (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LTJG (b) (6)

LTJG (b) (6)

LTJG (b) (6)

LTJG (b) (6)

LTJG (b) (6)

LTJG (b) (6)

ENS (b) (6)

ENS (b) (6)

ENS (b) (6)

ENS (b) (6)

ENS (b) (6)

CMO2 (b) (6)

3. The following Officers will remain at NAS Miramar:

LT (b) (6) (OIC)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LTJG (b) (6)

LTJG (b) (6)

FIGHTER SQUADRON ONE HUNDRED FOURTEEN
Fleet Post Office
San Francisco, California 9661

VF-114:RLf:jn
17 October 1973

FIGHTER SQUADRON ONE HUNDRED FOURTEEN 4-73

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Distribution List

Subj: Squadron Activity during period 17 October - 29 October 1973

Ref: (a) COMCARAIRWING ELEVEN INST 3120.1C

Encl: (1) Department Responsibilities and Notices
(2) Schedule of Events
(3) Enlisted Debarcation/Embarkation Roster
(4) Personnel Remaining at NAS Miramar

1. The purpose of this LOI is to establish the sequence of events, assign responsibilities and promulgate procedures for squadron activities during the period 17 October - 29 October 1973. The procedures and responsibilities are in accordance with reference (a). Enclosure (1) lists responsibilities and notices by departments. Enclosure (2) sets forth the chronological schedule of events; enclosure (3) lists personnel onboard including duty section and fulfills the requirements of reference (a), paragraph 1.a. Enclosure (4) lists personnel remaining at NAS Miramar.

2. The following duties and responsibilities are assigned:

(a) Movement Officer. LCDR (b) (6) is designated Officer-in-Charge of all off/on-loading of squadron support equipment from and to USS KITTY HAWK (CV-63) and is responsible for the transportation and equipment movements and security of same. He will be assisted by LTJG (b) (6).

(b) First Lieutenant. LTJG (b) (6) is designated the squadron liaison officer with USS KITTY HAWK (CV-63) and is responsible for providing LOGREQ information as required and for security of squadron assigned spaces in USS KITTY HAWK (CV-63).

(c) Embarkation Supervisor. AMEC (b) (6) is designated off-load supervisor and is responsible for the provision of off-load equipment lists to the Assistant Maintenance Officer for review for adequacy and completeness and for the orderly off-loading of equipment from USS KITTY HAWK (CV-63). AMEC (b) (6) will be assisted by AMH (b) (6) and the duty section. AMEC (b) (6) is designated on-load supervisor and is responsible for the provision of weight and cube of on-load equipment lists to the Assistant Maintenance Officer for review and forwarding to the First Lieutenant, and for the orderly on-loading of squadron support equipment aboard trucks at NAS Miramar, and on-loading this equipment aboard USS KITTY HAWK (CV-63).

AMEC (b) (6) will be assisted by A01 (b) (6) and the duty section.

(d) Test Equipment Officer. LT (b) (6) is designated Avionics Test Equipment Officer and is responsible for inventory, movement, and calibration/repair of all squadron held avionics test equipment. AQC (b) (6) and A01 (b) (6) will assist the Test Equipment Officer in discharging his duties.

(e) Transportation Officer. ENS (b) (6) is designated the transportation Officer and is responsible for arranging truck and bus transportation as required to effect equipment on-load from NAS Miramar to USS KITTY HAWK (CV-63) on 29 October 1973.

3. When announced all shops/departments will assemble their respective equipment and pack cruise boxes. Equipment will be required in sufficient quantity to support four days of flight operations of squadron aircraft at NAS Miramar, plus performance of scheduled maintenance as required during the period 19-28 October 1973. All equipment will be clearly identified with the squadron number and ship/departments name. This equipment will be maintained in the individual shops at NAS Miramar and aboard USS KITTY HAWK (CV-63). Cruise boxes will be painted orange and labeled black.

4. Upon ship's arrival at NAS North Island vehicles will be available (CVW-11 LOG REG) to transport squadron equipment to NAS Miramar. Each shop/departments will be responsible for locating its equipment on the hangar deck at the spot designated by AMEC (b) (6). The designated working party will standby to move the equipment from the ship and load it on the truck(s). AMEC (b) (6) will secure personnel from his working party as circumstances permit. An inventory will be taken of equipment removed from the ship and again at NAS Miramar and a comparison report shall be rendered in writing to the Assistant Maintenance Officer.

5. At 0730, Friday 19 October, a ten day period of maintenance support and flight operations will commence. Unless modifications are required working hours will be: Day Shift: 0730 - 1600; Night Shift: 1530 - 2400.

6. When announced (anticipated Friday 26 October), shops/departments will assemble their respective equipment and pack cruise boxes for embarkation in USS KITTY HAWK (CV-63) in support of ORE/ORI during period 29 October - 3 November. Transportation will be available and AMEC (b) (6) will be in charge of the on-load of required squadron support equipment. Shops/departments will locate their equipment at the site he designates and inventory will be taken both at NAS Miramar and on-board USS KITTY HAWK (CV-63) with a written comparison report prepared for the Assistant Maintenance Officer. AMEC (b) (6) will employ the designated on-load working party to load vehicle(s) at NAS Miramar and subsequently load the transported equipment on USS KITTY HAWK (CV-63). Shops/departments shall provide personnel onboard USS KITTY HAWK (CV-63) to store their respective equipment prior to secure. No shop/departments will secure without approval of AMEC (b) (6).

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7. As circumstances permit 18, 20, 21, 22, and 27-28 October will be observed as holiday routine. The ship will get underway for the ORI/ORE on Monday 29 October 1973 at 0900. Liberty for those personnel assigned duties onboard USS KITTY HAWK (CV-63) during the exercise is expected to expire at 0700.


J. E. SMITH Jr.

Distribution List:
VF-114 INST 5215.3

Copy to:
COMNAVAIRPAC (CODE 31C)
COMFIF/AEWINGPAC
CO, USS KITTY HAWK (CV-63)
COMCARAIRWING ELEVEN

ADMINISTRATIVE DEPARTMENT

1. Hours will be from 0745 to 1600 each day with 24 hours. Admin/Pers will remain embarked on USS KIFTY HAWK One ON and one PN will be with squadron at Miramar. Runs will be made daily from Miramar at 1100 to ship and return to Miramar at 1400 each day. All leave papers will be picked up at Miramar.

2. BERTHING AND BAGGAGE

a. The squadron First Lieutenant, LTJG (b) (6) will coordinate the assignment of Officers staterooms with the ship. Preferences will be indicated by all Officers prior to 26 October 1973.

b. Personnel formerly residing in Barracks 304 will assume residence there. Beach Det personnel during ORI/ORE will remove all personal effects from the ship prior to 26 October 1973 and will be assigned berthing by LCPO.

c. Personal gear may be loaded on the trucks transporting squadron equipment on a space available basis only. No personal gear will be loaded until all squadron gear is on the trucks.

3. WATCH BILL

a. Officers Integrity Watches are assigned by S. O. C. Squadron Duty Officer Watches are assigned in the VF-114 watch bill of 29 September 1973.

b. The watch bills for 17 and 26 October will constitute the working parties for squadron movements.

4. MUSTER

a. ALL HANTS remaining on board USS KIFTY HAWK during the import period will muster in Ready Room 2 at 0730 daily or as otherwise directed by the duty section leader aboard on non-working days. ALL HANTS reporting to NAS Miramar will muster on station at times designated in the instruction. ALL HANTS embarked on board USS KIFTY HAWK for the ORI/ORE will muster on station at 0700, Monday, 29 October 1973. Muster list for those embarked and those remaining at NAS Miramar are included in enclosure (3).

5. LIBERTY

a. Liberty will commence on arrival at NAS Northland when called away by the SPO and will terminate either on board USS KIFTY HAWK or at NAS Miramar according to the assignments listed in enclosure (3) at 0730 Friday, 19 October 1973. Normal working hours will prevail during the period 19-26 October. Liberty will terminate at 0700, Monday 29 October on board USS KIFTY HAWK for those embarked for the ORI/ORE and at 0730 Monday 29 October at NAS Miramar for the beach det personnel.

6. FAP PERSONNEL

a. List of all FAP personnel at NAS Miramar will be promulgated by the LCPO prior to 19 October 1973. List of all FAP Personnel aboard USS KIFTY HAWK during ORI/ORE will be promulgated by the LCPO prior to 25 October 1973.

7. MAINTENANCE DEPARTMENT

- a. Ensure squadron aircraft are configured in accordance with COMNAVAIRPAC configuration directives, CARFIV or ship OP-Orders.
- b. Material Control and concerned work centers complete IMRL inventory by 26 October 1973.
- c. Division Officers ensure hand tool inventories and configuration lists are completed and turned in per memorandum requirements.
- d. Ordnance/Maintenance Control ensure TER servicing requirements are met.
- e. Finish engine flameouts.
- f. Complete aircraft sweeps, compass swings, configuration and repair.
- g. Check out and repair VTAS.
- h. Perform seat and cockpit corrosion control and continue external preservation sealing and touchups preparatory to COMINT/AEWING inspection 6 - 7 - 8 November.

8. OPERATIONS

- a. The squadron will embark all aircrews and ten aircraft in USS KITTY HAWK. Mission training requirements are as directed by the Commanding Officer or higher authority. Requirements for each day's operations will be promulgated by the Squadron Flight Schedule.
- b. A list of Officers who will fly and walk aboard USS KITTY HAWK on 29 October 1973 will be promulgated prior to 26 October 1973. Personal gear should be carried aboard prior to the fly-aboard.
- c. ENS (b) (6) will effect guard shift to Miramar 17 October 1973 and to USS KITTY HAWK 26 October 1973.

SCHEDULE OF EVENTS

Wednesday 17 October 0900	Aircraft fly-off. dis cruise boxes/ assemble equipment off -load
Ship's Arrival	Shops/departments normal locate equipment at designated off- loads . working party will load equipment trucks provided and off-load at Miramar. Liberty Commences (minus duty section) er called away by SDO.
Thursday 19 October	Holiday Routine. Head st/Duty section personnel wash and align aircraft at Miramar.
Friday 19 October	Normal working routine. Support Miramar flights and cross country.
Saturday/Sunday/Monday	Holiday Routine. Sun duty section recover cross country.
Tuesday/Wednesday 23/24	Normal working routine. Support Miramar flight operations.
Thursday 25 October	Normal working routine. aircraft maintenance.
Friday 26 October	Normal working routine. complete aircraft maintenance and common equipment pack-up and on-load USS KITAKA
Saturday/Sunday 27/28	Weekend liberty.
Monday 29 October 0700	All hands listed in enclosure (4) muster on station CV-63. Ship departs North Island for ORI/ORE.

EMBARKATION BILL

MAINT. CONTROL

AFC1
AMCS
AZ2
AZ3
ADJC
SD3
AZ3

(b) (6)

MAINT ADMIN

AZ1
SD1
AZ3

(b) (6)

MATERIAL CONTROL

AK1
AK2
AK3

(b) (6)

Q/A

AQCS
AF1
AQL

(b) (6)

CHECK CREW

AMS2
AMS2
AEAN
AA
AO3

(b) (6)

AME

AMEC
AME1
AME3
AMEAN
AMEAN

(b) (6)

PARALOFT

PARALOFT

PR1
PR1
PR3

(b) (6)

POWER PLANTS

ADJ1
ADJ1
ADJ2
ADJ2
ADJ3
ADJAN
ADJAN
AN
AN
AN

(b) (6)

(b) (6)

TROUBLE SHOOTERS

ATE1
ATE2
ATE3
ADJ3
AT3
ATE3
AEAN

(b) (6)

AE SHOP

AE1
AE1
AE2
AE2
AE2
AE3
AE3
AE3
AE3
AE3
AE3
AE1

(b) (6)

HCPO

AVCM

(b) (6)